



Puget Sound Regional Council

Appendix B

2020 Project Selection Process

October 26, 2020

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2020 POLICY FRAMEWORK FOR PSRC'S FEDERAL FUNDS



Puget Sound Regional Council

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SECTION 1: BACKGROUND

A. Policy Framework

Under the federal transportation act, Fixing America's Surface Transportation (FAST) Act, the Puget Sound Regional Council (PSRC) is responsible for programming and maintaining the four-year Regional Transportation Improvement Program (TIP), and for selecting projects to receive funds from the following federal funding sources:¹

Federal Highway Administration (FHWA) Funds

- Surface Transportation Program Block Grant Program (STP)
- Congestion Mitigation and Air Quality Improvement Program (CMAQ)

Federal Transit Administration (FTA) Funds

- Urbanized Area Formula Program (5307)
- State of Good Repair High Intensity Fixed Guideway (5337 HIFG)
- State of Good Repair High Intensity Motorbus (5337 HIMB)
- Bus and Bus Facilities (5339)

Per federal regulation, PSRC is required to document the process used for prioritizing and programming these funds. The *2020 Policy Framework for PSRC's Federal Funds* is intended to serve this purpose by providing policy direction and guidelines for the recommendation and selection of projects to receive PSRC funds.

Prior to each project selection process, the Policy Framework is refined and updated based on new or updated federal or state requirements, and new or updated regional policy direction. The 2020 Policy Framework maintains support for the development of centers and the corridors that serve them, originally adopted as a policy focus for PSRC's federal funds in 2002. The intent of the centers policy focus and the guidance contained within the Policy Framework is to support implementation of the policies and programs established in VISION 2040, the region's overarching policy document and long-range vision for the future; the regional transportation plan; and *Amazing Place*, the adopted regional economic strategy.

B. Development of the 2021-2024 Regional Transportation Improvement Program (TIP)

The Regional TIP provides a list of current transportation projects in all four counties of the region – King, Kitsap, Pierce and Snohomish. These projects are funded with federal, state and local funds, including the federal grants that will be awarded through PSRC as part of the 2020 project selection process. The TIP is required under federal and state legislation and helps to ensure that transportation projects in the region are meeting regional policies and federal and state requirements such as those under the Clean Air Act.

The Regional TIP must be a four-year program of projects that is updated at least every four years. In our region, a new TIP is created after each project selection process for PSRC's federal funds, which occurs generally every two years. The Regional TIP must contain all projects utilizing federal transportation funds, as well as any regionally significant projects,

¹ PSRC also has responsibility for distributing funds through FHWA's Transportation Alternatives Program and plays a joint role with WSDOT in the distribution of FTA's Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities program.

regardless of funding source. The 2021–2024 Regional TIP will therefore include:

- Projects awarded PSRC's federal funds;
- Projects using federal and state funds managed by the Washington State Department of Transportation (WSDOT);
- Projects of regional significance, regardless of funding source, required to be included in the air quality conformity determination of the Regional TIP; and
- Projects from the previous 2019–2022 Regional TIP that have not yet utilized their funds.

Responsibility for Project Selection

While PSRC has primary responsibility for selecting projects to receive funds from the FHWA and FTA funding programs described above, the majority of funds in the Regional TIP are under the selection authority of other agencies. These include:

- State managed funds: WSDOT has primary responsibility for selecting projects to receive funds from a variety of federal programs, such as the National Highway Performance Program, Highway Safety Improvement Program, and others. These programs and responsibility for selection evolve with each new federal transportation act. In addition, WSDOT and other state agencies are responsible for distributing state transportation funds.
- Other federal funds: The United States Congress, FHWA, FTA and other federal agencies have primary responsibility for selecting transportation projects to receive funds from federally managed discretionary funding programs. Examples of these programs include the transit New Starts program, the Better Utilizing Investments to Leverage Development (BUILD) grant program, and others.
- Local funds: Cities, counties, ports, transit agencies, etc., have primary responsibility for selecting projects to receive each agency's local funds.

Regional TIP Requirements

As part of the development of the Regional TIP, PSRC reviews all projects submitted to ensure the following:

- Consistency with VISION 2040 and the regional transportation plan;
- Consistency with local comprehensive plans;
- Funds are available or reasonably expected to be available;
- Consistency with the region's air quality conformity determination;
- Consistency with federal and state requirements such as functional classification; and
- Consistency with PSRC's project tracking policies.

The Regional TIP applications contain information and guidance for how each of the review items above is to be addressed. Additional details and background information may also be found on PSRC's website at <https://www.psrc.org/our-work/funding/transportation-improvement-program>.

To demonstrate consistency with local comprehensive plans, projects must be in, or consistent with, the transportation element of the appropriate city or county plan which has been updated consistent with RCW 36.70A.130 and certified by PSRC. Certification (full or conditional) is

required to compete for PSRC's federal funds, as well as to program projects with any funding source into the Regional TIP.

Development Schedule

The schedule for preparing the Draft 2021-2024 Regional TIP is included in Attachment 1. The schedule begins with the 2020 competitive project selection process for PSRC's federal funds, followed by individual project reviews, an air quality conformity analysis, a public comment period, and finally adoption by PSRC's Executive Board. The Draft 2021-2024 Regional TIP will then be forwarded to WSDOT for subsequent state and federal approval.

Federal Requirements

As described above, every project submitted for inclusion in the Draft 2021-2024 Regional TIP is thoroughly reviewed for regional consistency and federal requirements. In addition, PSRC's project selection process and the development of the Regional TIP adhere to the federal requirements as detailed in 23 CFR Part 450. These include addressing the FAST Act planning factors (§450.306), public involvement (as described in PSRC's adopted Public Participation Plan) and all other requirements.

C. PSRC Funds

Eligibility Requirements

As stated above, PSRC is responsible for selecting projects to receive FHWA and FTA funds. Each federal funding program has specific eligibility requirements, summarized below and included in Attachment 2:

Federal Highway Administration (FHWA) Funds

- Surface Transportation Block Grant Program (STP) funds are the most flexible of PSRC's federal funds and can be used for a variety of transportation projects and programs, including roadways, bridges, pedestrian and bicycle infrastructure, transit and other investments.
- Congestion Mitigation and Air Quality Improvement Program (CMAQ) funds are available for specific categories of transportation projects and programs that provide air quality benefits by reducing emissions and congestion. General purpose roadway projects are not eligible. Only projects located in or providing benefit to an EPA-designated nonattainment or maintenance area may utilize CMAQ funding.²

Federal Transit Administration (FTA) Funds

FTA funds may be used only for transit-related projects serving the region's three federal urbanized areas: Seattle-Tacoma-Everett, Bremerton and Marysville.

- Urbanized Area Formula Program (Section 5307) funds are available for a variety of planning and capital transit projects, such as bus purchases, transit facilities, etc. Section 5307 funds may also be used for projects previously eligible under the eliminated Job Access and Reverse Commute Program (JARC) projects.
- State of Good Repair (Section 5337) funds are available for a variety of projects for

² Projects located in former maintenance areas where the NAAQS has since been revoked are also eligible to receive CMAQ funds. Refer to Attachment 3 for a map of the eligible areas in the PSRC region.

maintenance, replacement and rehabilitation of high-intensity fixed guideway (HIFG) and bus (HIMB) systems, and to develop and implement transit asset management plans.

- Bus and Bus Facilities (5339) funds are available for a variety of projects to replace, rehabilitate, and purchase buses and related equipment, as well as for projects to construct bus-related facilities.

Project Selection Process

PSRC has an established process for selecting projects to receive PSRC funds. FHWA funds are programmed using a shared regional/countywide approach that been utilized since 1995. This approach will again be used for the 2020 project selection process; further details are provided below in Section 3. FTA funds are programmed using a process coordinated with FTA and the public transit agencies in the region and includes a regional competitive process for a portion of the funds. The FTA process is described in Section 4.

The 2020 project selection process will program federal fiscal year (FFY) 2023-2024 FHWA and FTA funds. Under consultation with federal and state partners, the estimated amounts by funding source are shown in the table below, based on an assumption of a modest growth rate of 2% per year applied to the average annual allocations from the FAST Act.

Estimated FFY 2023-2024 PSRC Funds (in millions)	
STP	\$106.2
CMAQ	\$54.6
FHWA Total	\$166.8
Section 5307	\$221.6
Section 5337 HIFG	\$104.0
Section 5337 HIMB	\$36.8
Section 5339	\$19.9
FTA Total	\$382.3
Grand Total	\$549.1

Project Tracking Program

PSRC has implemented a project tracking program to monitor the progress of PSRC's federal funds. Over time, these policies have successfully resulted in PSRC funds being utilized more efficiently and with fewer delays. With the advent of strict project delivery requirements in 2013 and other emerging issues over the last several years, including the need to balance awards by year, the policies have been revised to ensure the region continues to be successful and no funds are lost. Project sponsors are accountable to the requirements of the adopted project tracking policies and must also submit periodic progress reports to PSRC for use in monitoring the advancement of each project as well as the region's progress towards delivery. The current Project Tracking Policies for PSRC's Federal Funds are contained in Attachment 4.

SECTION 2: POLICY FOCUS

Adopted Policy Focus: Support for Centers and the Corridors that Serve Them

Since 2002, the adopted policy focus for PSRC's federal funds has been to support the development of centers and the corridors that serve them. This policy focus was further strengthened with the adoption of VISION 2040 in April 2008. For the 2020 project selection process, the definition of centers for each of the competitive processes is further clarified below.

- For the regional competition for FHWA funds, centers are defined as regional growth centers and regional manufacturing/industrial centers as designated by PSRC's Executive Board (refer to Attachment 5 for a map of PSRC's regionally designated centers).
- For the countywide competitions for FHWA funds, and for the FTA funding processes, centers are defined as regional growth and regional manufacturing/industrial centers, centers as designated through countywide processes, town centers, and other locally identified centers. In addition, military facilities are included in the definition of local centers, with each countywide forum responsible for determining the definition of a military "facility" within their county.

SECTION 3: PSRC's FHWA FUNDS

A. Overview of PSRC's FHWA Funding Process

PSRC conducts a shared regional and countywide process to recommend and select projects to receive PSRC's FHWA funds. The total estimated amount of both STP and CMAQ funds is split between the regional and countywide forums based on a regionally adopted funding split. Competitive processes are used by all forums to recommend projects to receive the funds.

- Regional process: PSRC coordinates a regional competition, and the Regional Project Evaluation Committee (RPEC) is responsible for recommending projects from this competition to the Transportation Policy Board (TPB) to receive the regional portion of the FHWA funds.
- Countywide processes: With support from PSRC, the four countywide forums are responsible for coordinating the countywide competitions and recommending projects to the TPB to receive the countywide portions of the FHWA funds. These forums are as follows:

King County – King County Project Evaluation Committee reporting to the King County members of the Transportation Policy Board;

Kitsap County – Transportation Technical Advisory Committee and Transportation Policy Committee reporting to the Kitsap Regional Coordinating Council Executive Board;

Pierce County – Transportation Coordinating Committee reporting to the Pierce County Regional Council;

Snohomish County – Infrastructure Coordination Committee reporting to Snohomish County Tomorrow.

PSRC's delegation of these responsibilities to the countywide forums is intended to recognize the unique distinctions in local transportation needs, and strengthens the integration of local, countywide, and regional growth management and transportation planning and implementation. However, each countywide process follows the regional policies and procedures as laid out in this *Policy Framework*, including the use of project evaluation criteria supporting the implementation of VISION 2040, the regional transportation plan and *Amazing Place*, the regional economic strategy, as well as PSRC's project tracking program.

The TPB receives all recommendations from the forums identified above, and in turn makes a recommendation for funding to PSRC's Executive Board. Should any project sponsor wish to appeal a project recommendation, they must submit written documentation to PSRC, including the reason for the appeal. Appeals will be reviewed by the TPB and referred to PSRC's Executive Board for final resolution.

Set-Asides

The following describes set-asides from the total amount of PSRC's FHWA funds, prior to the split of funds between the regional and countywide competitions and describes the process for distribution.

1. Ten percent of the combined estimated total of STP and CMAQ funds has been set aside for bicycle and pedestrian priorities. This practice is above and beyond the federal set-aside for the Transportation Alternatives Program and is consistent with VISION 2040 and regional transportation plan policies calling for increased investment in nonmotorized transportation, as well as supporting the policy focus of support for the development of centers. The 10% is assigned to the countywide processes for distribution.
2. Ten percent of the total regional competitive portion of funds is set-aside for the Rural Town Centers and Corridors Program. This program is designed to assist rural communities in implementing town center and corridor improvements, in coordination with state highway corridor interests. This program, which will utilize STP funds, is above and beyond the federally required minimum amount of STP funds to be spent in rural areas. The regional competition for the Rural Town Centers and Corridors Program will be held in 2021. Background information on previous competitions may be found on PSRC's website at <https://www.psrc.org/our-work/rural-town-centers-and-corridors>.
3. Kitsap County jurisdictions are not eligible to receive CMAQ funds due to the boundaries of the region's air quality maintenance and nonattainment areas, which directly affect the use of these funds. To provide an increase in the relatively modest amount of funds available for distribution in the Kitsap countywide process, Kitsap County's population percentage is therefore applied to the total amount of estimated STP funds. The procedure for the other three counties is to apply their population percentages to the combined remaining total of STP and CMAQ funds, after the set-asides have been applied, and after the funds have been split between the regional and countywide processes.
4. The Preservation Set-Aside is continued in the 2020 project selection process at 20% of the total estimated STP funds. The set-aside recognizes the importance of preservation and the priority given to these activities in the regional transportation plan, as well as the continued backlog of preservation needs and lack of dedicated funding. The regional guiding principles that were established in 2012 for the pilot set-aside are to be continued (see Section C below for additional details). This set-aside will be distributed through the countywide processes for preservation priorities. Since the set-aside was originally 25% of the total estimated STP funds, the 5% delta is being distributed among the four countywide

competitions as part of the 2020 process

5. Funds are set aside for PSRC's Work Program in the amount of \$1,000,000 of STP funds per year, for a total of \$2 million of STP funds in the 2020 project selection process. PSRC's adopted budget and work program assumes some amount of funding from both FHWA and FTA funding sources, and the specific details of PSRC's work program for these years will be determined in the future.

Percentage split between the Regional and Countywide processes

The split of the combined estimated total of STP and CMAQ funds between the regional and countywide processes is performed after each of the set-asides has been applied. As has been done in previous cycles, a 50/50% split will be applied at this point between the two processes. The bicycle and pedestrian set-aside, Kitsap County's population percentage and the preservation set-aside are then added to the countywide portion of funds for selection. The Rural Town Centers and Corridors Program set-aside comes from the regional portion of funds. Attachment 6 illustrates the distribution of funding between the regional and countywide processes, as well as the amounts for the set-asides described above.

Contingency process

Since 2004, the region has adopted prioritized lists of contingency projects as part of each project selection process, should additional funds become available prior to the next process. Funds may become available through PSRC's project tracking program and final federal allocations being higher than originally estimated. For the 2020 project selection process, the region will continue to develop prioritized lists of contingency projects per past practice. The set-asides will not be applied during the contingency process; rather, any additional funds to the region will be divided per the established 50/50% split between the regional and countywide processes and will be distributed to the adopted contingency lists of projects accordingly.

The integrity of the project selection process will be maintained as part of any distribution of funds to the adopted contingency lists. Project scopes and funding requests will be held to the original grant request; changes to scope and higher funding requests will not be entertained. However, should a project need less funding than originally requested, the balance of funding needed to fully fund the phase in question may be awarded. In addition, if insufficient funds are available to fully fund a phase, forums may elect to provide partial awards as long as a segment of a given project, or a clearly defined element with independent utility, may be completed. In these circumstances, the balance of the project phase – i.e., remaining segments or independent elements – may remain on the contingency list.

Other requirements

As was established in prior years, for the 2020 project selection process, sponsors may request funding for any single project phase, but requests for multiple phases are limited to preliminary engineering plus the subsequent phase necessary. I.e., a sponsor may request funding for both preliminary engineering and right of way phases, or preliminary engineering and construction phases, but not both right of way and construction phases. In addition, phases must be fully funded with the PSRC award requested and all other secured or reasonably expected funds identified by the sponsor. In addition, awards must be balanced by year, with the amount of funds able to be utilized in a given year limited by the annual estimated allocation amount by funding source.

B. Regional Process

The intent of the regional project competition is to select a limited number of regional, high-priority projects to receive PSRC funds. The process involves a call for projects, in which countywide forums are asked to identify and submit a limited number of applications to the regional project competition. PSRC staff is responsible for technical evaluation and scoring of the project applications using the Regional Project Evaluation Criteria. RPEC reviews the projects and the results of the scoring and submits a prioritized list of funding recommendations to the TPB for further review and discussion. As required under federal legislation, no formula allocations are permitted. The Regional process is explained in further detail below.

Number of Projects Submitted and Requested Amounts

The number of projects able to be submitted into the regional competition is limited to 36, based on the following distribution: 6 each from Kitsap, Pierce and Snohomish countywide forums; 12 from the King countywide forum; and 2 each from WSDOT, Sound Transit, and the Puget Sound Clean Air Agency. The three regional agencies may also participate in, and submit projects through, the countywide forums.

Continued in 2020 is a cap on the amount that may be requested for any project (i.e., the sum of the phase(s) requested). The cap is set at 50% of the available annual amount of funds, per each funding source. These amounts are identified in Attachment 6.

Evaluation and Scoring of Projects

PSRC staff will complete a comprehensive evaluation of all projects submitted to the regional project competition using the Regional Project Evaluation Criteria. The criteria were developed based on the policy focus of support for centers and the corridors that serve them, as well as regional policy provided in VISION 2040, the regional transportation plan and *Amazing Place*, the adopted regional economic strategy. Prior to each cycle, the criteria are reviewed and refined as appropriate to address new or revised requirements and policies. In addition, an eligibility review is conducted on all potential applications prior to submission.

The Regional Project Evaluation Criteria are published as part of the Call for Projects and include both policy and technical criteria. The policy criteria are built around the policy focus of support for centers and the corridors that serve them and include components such as center development, mobility, circulation, populations served, etc. The technical criteria include components related to project readiness and the ability to utilize PSRC funds efficiently, and air quality benefits demonstrated through a reduction of emissions (including greenhouse gas emissions). The criteria also contain guidelines for project sponsors as to the types of responses that will result in high, medium, or low scores for each criterion. Project sponsors are invited to make brief presentations to RPEC and the scoring team prior to the scoring process.

Recommendation of Projects

After all projects have been evaluated and scored, RPEC will discuss and prioritize the projects for a funding recommendation to the TPB. As part of the RPEC discussions for recommending projects to receive funds, it is understood that the scores are used to assist in the recommendation but are not the only consideration for discussion. Other considerations used in the recommendation process may include geographic equity, project completions, cost effectiveness, etc., and will be identified by RPEC in advance of the recommendation discussion. Once funding recommendations are completed by RPEC, a prioritized list of contingency projects will also be developed and submitted to the TPB for their review. The TPB in turn makes recommendations to the Executive Board for final approval.

C. Countywide Processes

The intent of the countywide processes is to provide an opportunity to fund countywide priorities, while maintaining the policy focus of supporting centers and the corridors that serve them and reinforcing regional priorities. The definition of centers is broadened for the countywide competitions to include regional centers, centers designated through countywide planning processes, and other locally identified centers. In addition, military facilities are included in the definition of local centers, with each countywide forum responsible for determining the definition of a military “facility” within their county.

Each countywide forum is responsible for coordinating a competitive process to recommend projects to receive their respective portion of the estimated FHWA funds available for distribution. The countywide allocations include funds from the bicycle/pedestrian and preservation set-asides, as well as responsibility for distributing the minimum required amount of STP funds to projects in the rural area (located outside the federal-aid urbanized and federal-aid urban areas). Funding recommendations from the countywide forums are forwarded to the TPB for further review and discussion. As required under federal legislation, no formula allocations are permitted.

Evaluation and Scoring of Projects

Each countywide forum is responsible for developing technical and policy evaluation criteria based upon the region’s adopted policy focus and regionally determined evaluation criteria, as well as encompassing federal requirements and other regional policies such as the project tracking program. Sponsors of projects submitted for the countywide competitions are also required to submit a project screening form containing basic information about the project. PSRC staff will review each project for eligibility under the selected federal funding source and other federal requirements and regional policies prior to the countywide recommendations for funding.

Bicycle and Pedestrian Set-Aside

As stated above, 10% of the total estimated FHWA funds is set aside for bicycle and pedestrian priorities, to be allocated among the four counties by population. Each countywide forum is required to conduct a competitive process for the distribution of these funds. The amount of funds allocated to each county is illustrated in Attachment 6.

Preservation Set-Aside

As stated above, the set-aside for preservation priorities is continued for the 2020 process. A total of 20% of the estimated STP funds will be allocated among the four counties by population, and each countywide forum will conduct a competitive process for the distribution of these funds. The regional guiding principles for each of the countywide forums to build upon for this distribution are described below.

Regional Guiding Principles for the Preservation Set-Aside

- Applicants will be asked to provide information on their expenditures on preservation over the last several years, as well as the condition of their roads. Each countywide process will establish standards on preservation level of effort to help ensure fairness between jurisdictions.
- The focus for this set-aside will be “roadway preservation” - other preservation activities (such as signal replacement, retaining walls, etc.) will not be excluded from applying, but given the relatively small amount of funds available, the primary focus of the funds will be on

roadway preservation. A regional threshold of eligible preservation activities is not proposed to be established (e.g., chip seals vs. overlays vs. reconstruction).

- Applicants will be expected to describe how they are optimizing the pavement life cycle, with a resulting minimum useful life of 7 years. Funds may best be used on roads at certain conditions which result in the most efficient preservation, to be determined within each countywide process.
- These funds must be used on federal functionally classified roadways, but all other appropriate federal requirements must also be met (such as ADA requirements, design standards, etc.). It is important that all applicants understand these requirements and estimate their total project cost and funding need accordingly. In addition, the expectation of FHWA is that these projects will be contracted out; there is a high bar for justifying the use of local agency force.
- Each countywide process will establish evaluation criteria, but each process will follow PSRC's Policy Framework and apply the policy focus of support for centers and the corridors that serve them (broadened to include locally designated centers for each countywide process). Potential criteria include level of matching funds, innovations/incentives, and roadway classification (including traffic data, transit use, freight use, lifeline route, pressure on the system, etc.), among others.

Rural Area Minimum

As stated above, under federal regulations the region is required to spend a minimum amount of STP funds in the rural area, defined as the area located outside the federal-aid urbanized and federal-aid urban areas (refer to Attachment 8 for a current map of the federally designated rural area). For the 2020 project selection process, the distribution of the required minimum rural amounts among the four counties will be based on an average between rural population and rural center lane miles³. The minimum amount of STP funds to be programmed to projects in the rural area for the 2020 project selection process is identified in the table below:

County	FFY 2023-2024 Rural STP Distribution (millions)
King	\$0.64
Kitsap	\$0.34
Pierce	\$0.56
Snohomish	\$0.72
Total	\$2.26

Summary of Countywide Processes

Each forum is responsible for developing and maintaining its own project recommendation process. To ensure regional consistency among processes and to verify that federal and regional requirements are being met, documentation of these processes must be submitted to the TPB for review and approval. Any substantial changes to a previously approved process must be submitted for review and approval to the TPB prior to the start of a new project selection process. A summary of each countywide process for the 2020 project selection process is included in Attachment 9.

³ The minimum amounts to be spent in the rural area are based on the final 2019 allocation amounts for the rural area, as provided to PSRC by the Washington State Department of Transportation.

Recommendations

Each countywide forum will recommend projects to receive their respective portion of PSRC funds, along with a prioritized list of contingency projects. PSRC must receive notification that the policy forum of each county has endorsed the list of recommended projects prior to final TPB recommendation to the Executive Board. Projects may be submitted in both the regional and countywide forums, however, the requirement that each requested phase be fully funded must be met. In addition, under these circumstances, no project should receive more than the total amount of the regional cap.

SECTION 4: PSRC's FTA FUNDS

A. Overview of PSRC's FTA Funding Process

There are three urbanized areas, or UZAs, in the PSRC region: Bremerton, Marysville and Seattle-Tacoma-Everett. PSRC coordinates with FTA and the public transit agencies in each UZA to conduct the process to distribute PSRC's FTA funds to projects. The process used to recommend and select projects to receive the funds is split between an "earned share" process and a regional competition, details of which are provided in the sections below. Attachment 7 illustrates the distribution of funding between the regional and earned share processes.

The public transit agencies within each UZA are as follows:

- Bremerton UZA: Kitsap Transit
- Marysville UZA: Community Transit
- Seattle-Tacoma-Everett (STE) UZA: Community Transit, Everett Transit, King County Metro, Pierce County Ferry System, Pierce Transit, City of Seattle, Sound Transit, and the Washington State Ferries.

Within each UZA there are "designated recipients," agencies designated by the Governor with primary responsibility for the development of projects utilizing FTA funds in the region, in cooperation and coordination with PSRC. For the Bremerton and Marysville UZAs, the designated recipients are the single public transit agency within that UZA. For the STE UZA, the designated recipients are as follows:⁴

- Community Transit
- City of Everett (Everett Transit)
- King County (King County Metro)
- Pierce Transit
- Sound Transit
- Washington State Department of Transportation (Washington State Ferries)
- PSRC

Within each UZA, any jurisdiction with an eligible transit-related project may apply for PSRC's FTA funds. If an agency is not one of the designated recipients listed above, they will need to have concurrence provided by one of the designated recipients – demonstrated through completion of an FTA Supplemental Agreement (see Attachment 10) - in order to utilize the FTA

⁴ There are several transit agencies located outside the STE UZA that provide service into the region and therefore earn FTA funding. These agencies are referred to as "external transit agencies," and are provided funding through the Earned Share Process.

funds.

Funding recommendations for PSRC's FTA funds are forwarded to the TPB by PSRC's Transportation Operators Committee (TOC). The TPB in turn makes recommendations to the Executive Board for final approval. Should any project sponsor wish to appeal a project recommendation, they must submit written documentation to PSRC, including the reason for the appeal. Appeals will be reviewed by the TPB and referred to PSRC's Executive Board for final resolution.

Set-Asides

The following describes set-asides of PSRC's FTA funds, as well as the process for distribution.

1. Some transit agencies in the STE UZA earn less than 1% of the total of the earned share portion of funds. In order to facilitate future planning for these agencies, it is important that they be able to rely on a certain amount of FTA funding each year as a safety net for a basic level of investment. As such, a minimum floor adjustment is made to bring the earned share amounts for these agencies up to the 1% amount. The adjustment is taken from the regional portion of the funds within the STE UZA and applied to these agencies for their earned share distribution. For the 2020 project selection process, this amount will be capped at the amount identified from the final 2015 FTA allocations. In addition, staff is directed to consider the full range of transit operations and ownership of assets when conducting the calculation as part of the annual adjustments process. As with all set-asides, this will be reevaluated prior to the next project selection process.
2. The Preservation Set-Aside is continued in the 2020 project selection process at 45% of the regional portion of funds within the STE UZA. The set-aside recognizes the importance of preservation and the priority given to these activities in the regional transportation plan, as well as the continuing need for preservation investments. The use of PSRC's FTA funds for preservation allows an increased flexibility in the use of local funds for transit operations. This set-aside will be distributed to each transit agency via their earned share percentages.⁵
3. Funds are set aside for PSRC's Work Program in the amount of \$1,250,000 of Section 5307 funds per year, for a total of \$2.5 million of FTA funds in the 2020 project selection process. PSRC's adopted budget and work program assumes some amount of funding from both FHWA and FTA funding sources, and the specific details of PSRC's work program for these years will be determined in the future. Prior to utilizing the FTA funds, PSRC must receive the concurrence of the transit agencies; PSRC regularly meets with both transit agency staff and management and will continue to do so as the budget and work program evolves.

FTA Requirements

There are certain federal requirements that must be met for Section 5307 funds, in addition to the basic eligibility requirements of each funding program.

- Each UZA receiving Section 5307 funds must expend at least 1% on public transportation security projects. For the 2020 project selection process, the procedures detailed in Attachment 11 will be followed to meet this requirement.
- Up to but not more than 10% of the total estimated Section 5307 funds within each UZA may be used for the operation of paratransit service under certain conditions.

⁵ This calculation is based on the actual earned share percentages for each agency, not including the minimum floor adjustment.

Contingency Process and Annual Adjustments

Since 2004, the region has adopted prioritized lists of contingency projects as part of each project selection process, should additional funds become available prior to the next process. For the 2020 project selection process, the region will continue to develop prioritized lists of contingency projects per past practice. The contingency process for PSRC's FTA funds is conducted differently than that for PSRC's FHWA funds, as an annual adjustment occurs to reconcile estimates with actual allocations to each UZA for a given year. The process conducted within each UZA is described in greater detail in the following sections.

B. Bremerton and Marysville UZA Processes

Since Kitsap Transit is the only public transit agency in the Bremerton UZA, and Community Transit is the only public transit agency in the Marysville UZA, these agencies recommend projects for the estimated FTA funds within their respective UZAs. These recommendations, which must be consistent with the adopted policy focus, other regional policies and all federal requirements, are forwarded to the TOC, which in turn makes recommendations to the TPB. If any other agency in either UZA wishes to apply for these FTA funds, they may do so with the concurrence of the designated recipient.

Annual Adjustments

FTA requires that PSRC review the estimates used to program FTA funds with the actual allocation approved by Congress on an annual basis and make adjustments to reconcile the two amounts as necessary. Within the Bremerton and Marysville UZAs, PSRC will identify the funding adjustments necessary once the actual allocations are made available for the FFY 2023-2024 FTA funds. Kitsap Transit and Community Transit, respectively, will then identify the projects for which those funding adjustments will be applied. These adjustments may reflect either an increase or a reduction in funding for the UZA. The project adjustments will be recommended to the TOC and subsequently to PSRC's Boards for action.

C. Seattle-Tacoma-Everett UZA Process

Approximately 86% of the FTA funds estimated to be allocated within the STE UZA are based on the service and operating characteristics of the transit agencies in the UZA. Per adopted regional policy, this portion of the funds is distributed to each public transit agency based on their earnings, called the "earned share" distribution. The remaining funds, approximately 14%, come to the region based on regional attributes such as population density. This portion of the funds is distributed through a regional competition for transit-related projects. As mentioned earlier, for the 2020 project selection process 45% of this portion of funds is to be set aside for preservation investments, to be distributed via each transit agency's earned share percentage.

Earned Share Process

The earned share portion of the FTA funds will be distributed to public transit agencies in the UZA using the national FTA distribution formula, which allocates transit funds in the federal budget to the metropolitan area using federal census data and public transit system data. This transit performance and operating data is obtained from the National Transit Database (NTD), which is populated with annual data submitted by each public transit agency, as required by the FTA. Deviations to this FTA-validated data may be applied upon recommendation by the TOC on a case by case basis to reflect actual service characteristics not captured in the current NTD data.

Each transit agency will recommend projects to receive their earned share allocation, consistent with the adopted policy focus, other regional policies and all federal requirements. Their recommendations will be reviewed by the Regional FTA Caucus, and subsequently forwarded to the TOC, who in turn makes recommendations to the TPB. If any other jurisdiction in the UZA wishes to apply for these FTA funds, they may do so with the concurrence of the designated recipient.

Regional Process

The intent of the regional project competition is to select a limited number of regional, high-priority projects to receive PSRC funds. The process involves a call for projects, in which eligible sponsors are asked to identify and submit applications to the regional project competition. There is no limit to the number of applications able to be submitted into the regional competition. Per agreement of the Regional FTA Caucus and the TOC, the same project may not be submitted to both the regional FTA and regional FWHA competitions.

PSRC staff is responsible for technical evaluation and scoring of the project applications using the Regional Project Evaluation Criteria. The Regional FTA Caucus reviews the projects and the results of the scoring and submits a prioritized list of funding recommendations to the TOC, who in turn forwards a recommendation to the TPB.

Evaluation and Scoring of Projects

PSRC staff will complete a comprehensive evaluation of all projects submitted to the regional project competition using the Regional Project Evaluation Criteria. The criteria were developed based on the policy focus of support for centers and the corridors that serve them, as well as regional policy provided in VISION 2040, the regional transportation plan and *Amazing Place*, the adopted regional economic strategy. Prior to each cycle, the criteria are reviewed and refined as appropriate to address new or revised requirements and policies. In addition, an eligibility review is conducted on all potential applications prior to submission.

The Regional Project Evaluation Criteria are published as part of the Call for Projects and include both policy and technical criteria. The policy criteria are built around the policy focus of support for centers and the corridors that serve them and include components such as center development, mobility, circulation, populations served, etc. The technical criteria include components related to project readiness and the ability to utilize PSRC funds efficiently, and air quality benefits demonstrated through a reduction of emissions (including greenhouse gas emissions). The criteria also contain guidelines for project sponsors as to the types of responses that will result in high, medium, or low scores for each criterion. Project sponsors are invited to make brief presentations to the Regional FTA Caucus and the scoring team prior to the scoring process.

Recommendation of Projects

The Regional FTA Caucus reviews the projects and the results of the scoring and submits a prioritized list of funding recommendations to the TOC. As part of the Caucus discussions for recommending projects to receive funds, it is understood that the scores are used to assist in the recommendation but are not the only consideration for discussion. Other considerations used in the recommendation process may include geographic equity, project or phase completions, cost effectiveness, etc., and will be discussed by the committee in advance. Once funding recommendations are completed by the Regional FTA Caucus, a prioritized list of contingency projects will also be developed and submitted to the TOC for review. The TOC reviews the recommendations and forwards them to the TPB for further review and discussion. The TPB in turn makes recommendations to the Executive Board for final approval.

Minimum Floor Adjustment

As mentioned earlier, a minimum floor adjustment is made to bring agencies earning less than 1% of the total of the earned share portion of funds up to the 1% amount. The adjustment is taken from the regional portion of the funds and will be capped at the amount identified from the final 2015 FTA allocations. In addition, staff is directed to consider the full range of transit operations and ownership of assets when conducting the calculation as part of the annual adjustments process.

Preservation

As mentioned earlier, 45% of the regional portion of funds is set-aside for preservation investments. The set-aside is distributed to each transit agency based on their earned share percentages. Projects will be recommended by each transit agency and must meet the intent of the set-aside by following FTA's State of Good Repair requirements.⁶ Per agreement of the Regional FTA Caucus, preventative maintenance is also included as an eligible activity for this set-aside.

Distribution by Funding Source

The STE UZA must balance the distribution of funds by funding source – 5307, 5337 HIFG, 5337 HIMB and 5339. In past years, agencies that earned one source of funds that had more restrictive eligibility requirements chose not to utilize these funds, and instead were able to exchange these funds for the more flexible 5307 funds from other agencies. For the 2020 project selection process, sponsors will make all effort to submit projects based on their earnings by funding source, per their FFY 2019 earnings; however, the flexibility of this past practice will be retained to ensure the UZA is able to balance the FFY 2023-2024 amounts among the four funding sources.

Contingency Process and Annual Adjustments

FTA requires that PSRC review the estimates used to program FTA funds with the actual allocation approved by Congress on an annual basis and make adjustments to reconcile the two amounts as necessary. PSRC will identify the funding adjustments necessary once the actual allocations are made available for the FFY 2023-2024 FTA funds. Within the STE UZA, there is both an earned share and a regional process. For the earned share process, each public transit agency will identify the projects for which those funding adjustments will be

⁶ Information on FTA's State of Good Repair activities may be found at https://www.transit.dot.gov/sites/fta.dot.gov/files/docs/FTA_Circular_5300_published_02-28-15.pdf.

applied. These adjustments may reflect either an increase or a reduction in funding for each agency. The project adjustments will be recommended to the TOC and subsequently to PSRC's Boards for action.

For the regional competitive process, once funding recommendations are completed by the Regional FTA Caucus and the TOC, a prioritized list of contingency projects will also be developed and submitted to the TPB. As part of the annual adjustment process, the 45% preservation set-aside will not be applied to any required adjustment of the regional portion of funds. Any increase in the regional portion of funds will be applied to the adopted contingency list; a reduction in the regional portion of funds will be applied to the previously awarded projects. The preservation set-aside is a fixed amount that will not increase. However, per TOC agreement, the distribution of the fixed amount among the transit agencies will be adjusted based on updated information regarding each agency's earnings as a percentage of the total.⁷ This adjustment of the distribution percentages is recommended to reflect expected changes in service over the next several years.

⁷ Not including the minimum floor adjustment.

2020 Regional Project Evaluation Criteria For PSRC's FHWA Funds

INTRODUCTION

As described in the adopted *2020 Policy Framework for PSRC's Federal Funds*, the policy focus for the 2020 project selection process is to support the development of centers and the transportation corridors that serve them. The intent of this policy focus is to support implementation of VISION 2040, the Regional Transportation Plan and the regional economic strategy, *Amazing Place*. For the regional project competition, centers are defined as regional growth centers and manufacturing/industrial centers as identified in VISION 2040 and designated by PSRC.

Regional project evaluation criteria have been designed to implement the adopted Policy Framework and the policy focus of supporting designated regional growth and manufacturing/industrial centers and the corridors that serve them. Proposed projects will be reviewed for a variety of characteristics and impacts, including but not limited to: support for centers and compact urban development; support for the industry clusters identified in the adopted regional economic strategy, *Amazing Place*;¹ improved system performance and efficiency; safety; benefits to a variety of user groups; opportunities for active transportation and improved public health; project readiness; and air quality/climate change benefits. In addition, sponsors have the opportunity to provide information that is not addressed in the evaluation criteria for additional consideration in the recommendation process. Per Board direction, this includes information on innovative project elements or procedures, and the process by which jurisdictions determine the benefits of projects.

The Washington State Department of Ecology has identified diesel exhaust as the air pollutant most harmful to public health in Washington State, and according to the Puget Sound Clean Air Agency, the reduction of particulate matter – particularly diesel particulates – is the most important air quality challenge in the Puget Sound. This priority has also been continued in the current federal transportation act, Fixing America's Surface Transportation Act (FAST) and is reflected in the Air Quality and Climate Change criterion. In addition, cost-effectiveness is incorporated into the air quality scoring process for projects requesting funds from the Congestion Mitigation and Air Quality Improvement Program, consistent with federal guidance.

Further, VISION 2040 was developed with attention to social equity, environmental justice, and public health. These are important elements that are also key to PSRC's Growing Transit Communities Program and are considered in the evaluation of projects. The criteria address the user groups that will benefit from proposed projects, including those groups identified in the President's Order for Environmental Justice,² seniors, people with disabilities, those located in highly impacted communities³ and/or areas experiencing high levels of unemployment or chronic underemployment. The criteria also address the provision of facilities that improve walkability, bicycle mobility, and access to public transit. These and other types of transportation facilities and improvements provide options for choosing active modes of transportation, and consequently can provide public health benefits.

¹ <https://www.psrc.org/our-work/regional-economic-strategy>.

² The President's Order for Environmental Justice states "each Federal agency shall make achieving environmental justice part of its mission by identifying and addressing, as appropriate, disproportionately high and adverse human health or environmental effects of its programs, policies and activities on minority populations and low-income populations."

³ Highly impacted communities are geographic locations characterized by degraded air quality, whose residents face economic or historic barriers to participation in clean air decisions and solutions. For more information, see: <http://www.pscleanair.org/372/Community-Equity-Access>.

INSTRUCTIONS

There are three project categories: projects within a regional growth center, projects within a manufacturing/industrial center, and projects on a corridor serving centers. Since these categories represent three distinct types of projects that all support existing and new development in centers, sponsors are asked to pick the category that best fits their project. Projects will then be scored using the corresponding criteria under Part 1. In addition, the evaluation criteria under Part 2 will be applied to all projects.

The objective of the regional evaluation criteria is to review and rate similar types of projects. Projects will be compared to one another within their category in order to determine the magnitude of the improvement and to arrive at a final score. Project scores of high, medium, and low are assigned for each criterion based on the magnitude of the benefits and impacts. Projects that most directly support each criterion, addressing each bullet point within a given section, will be rated "High." The highest possible total score a project can receive is 100 points. Projects from all three categories will be ranked together based upon total points received.

Projects will be evaluated against the criteria based on the information and responses provided in the regional application found in the Call for Projects. Each criterion contains specific bullet points that are equally important to the evaluation of that criterion, unless otherwise specified. The questions in the application reflect each of these bullet points. Sponsors will be asked on the regional application to select one funding source, Surface Transportation Block Grant Program (STP) or Congestion Mitigation and Air Quality Improvement Program (CMAQ); the point values of the criteria below differ depending on which funding source is selected (refer to the table below).

	Points	
	STP	CMAQ
Part 1: Policy Criteria (Category Specific Questions)	75	45
Category A: Designated Regional Growth Centers		
<i>Regional Growth Center Development</i>	30	16
<i>Benefit to the Regional Growth Center</i>	20	12
<i>Circulation within the Regional Growth Center</i>	25	17
Category B: Manufacturing / Industrial Centers		
<i>Development and User Benefit</i>	40	25
<i>Mobility and Accessibility Benefit</i>	35	20
Category C: Corridors Serving Centers		
<i>Benefit to Regional Growth or Manufacturing / Industrial Center</i>	40	25
<i>System Continuity/Long-Term Benefit and Sustainability</i>	35	20
Part 2: Technical Criteria for all Projects	25	55
<i>D: Air Quality/ Climate Change</i>	20	50
<i>E: Project Readiness/Financial Plan</i>	5	5
TOTAL	100	100

After all projects have been scored by PSRC staff, the Regional Project Evaluation Committee (RPEC) will use the scores as a tool to help determine which projects to recommend for funding to the Transportation Policy Board (TPB), which will make the final recommendation to the Executive Board.

Part 1: Category Specific Questions

A. DESIGNATED REGIONAL GROWTH CENTERS = 75 POINTS STP, 45 POINTS CMAQ

A1. Regional Growth Center Development = 30 Points STP, 16 Points CMAQ

- Describe how the project will support the existing and planned housing/employment densities in the regional growth center.
- Describe how the project will support the development/redevelopment plans and activities (objectives and aims) of the center. Please provide a citation of the corresponding policies and/or specific project references in a subarea plan or in the comprehensive plan.
- Describe how the project will support the establishment of new jobs/businesses or the retention of existing jobs/businesses including those in the industry clusters identified in the adopted regional economic strategy.

High: A project will receive a high rating if it clearly supports a significant amount of existing and/or planned population/employment activity in the center, including employment within the industry clusters identified in the adopted regional economic strategy, and implements specific policies or projects identified for the center in an adopted plan.

Medium: A project will receive a medium rating if it supports a moderate amount of existing and/or planned population/employment activity in the center, including employment within the industry clusters identified in the regional economic strategy, and implements adopted general or programmatic policies for the center.

Low: A project will receive a low rating if it supports a limited amount of existing and/or planned population/employment activity in the center and is consistent with the development goals for the center.

Guidance: Applicants should demonstrate the magnitude of the benefits provided by the project and describe how it might support increased or sustained activity within the center. A wide variety of projects, such as new or improved pedestrian and bicycle routes, roadway projects, system management programs, and transit service enhancements could expand or improve person and goods carrying capacity within the center, thereby supporting increased housing and employment activity in a regional growth center. Applicants should describe the benefits provided by the project to the specific industry clusters identified in the regional economic strategy. Improving the ability of a business to draw its workforce and customer base from a wider area throughout the region, or improved travel time for commuters or goods delivery are examples of how a project might benefit the retention or establishment of new jobs or businesses.

The applicant should describe how the proposed project would implement the policies and objectives identified for the center and provide documentation of the relevant policies. For example, a jurisdiction may have a comprehensive plan policy that states that roadways within the regional

growth center, or specific segments of an identified street, should be redeveloped into multimodal, pedestrian friendly facilities. Proposed projects that introduce or advance additional transportation modes on existing roadways, such as new or improved sidewalks, landscaping, pedestrian crossings, bicycle lanes, and/or bus facilities, would accomplish this objective. Another example might be a subarea plan that calls for better circulation in the center through improved cross-street connections and reduction in length of city blocks. A project proposing to create a new cross-street for more direct access to center services, where none previously existed, may meet this goal.

A2. Benefit to the Regional Growth Center = 20 Points STP, 12 Points CMAQ

- Describe how the project remedies a current or anticipated problem (e.g. congestion, incomplete sidewalk system, inadequate transit service/facilities, modal conflicts and/or the preservation of essential freight movement).
- Describe how the project will benefit a variety of user groups, including commuters, residents, and/or commercial users.
- Describe how the project will benefit minority and low-income populations as identified in the President's Order for Environmental Justice, seniors, people with disabilities, populations located in highly impacted communities, and/or areas experiencing high levels of unemployment or chronic underemployment.

High: A project will receive a high rating if it would remedy a significant and clearly demonstrated problem and would benefit a large number and variety of users, including the specific groups identified above.

Medium: A project will receive a medium rating if it would remedy a moderate problem and would benefit a moderate number and variety of users.

Low: A project will receive a low rating if it would remedy a minor problem or condition and would benefit a limited number and variety of users.

Guidance: The project should clearly identify the problem being remedied, and its impact on the center. For example, how does the project address a significant problem clearly identified in plans or programs such as an area with reported accidents or other safety incidents, an area with significant congestion, or other identified issues? The project should have the potential to serve a large number and variety of residents, employees, or other user groups. Health and equity are important considerations, and the applicant should describe whether it serves the transportation needs of various user groups such as those described above, which could be accomplished through provision of new or improved access, as one example. Additional resources are provided in the Call for Projects to assist sponsors in determining certain populations within their project area. Sponsors should clearly describe how the project benefits these user groups, rather than simply providing data on the location of any given group. Further, sponsors should be specific to user groups within the project area, rather than at the jurisdiction level.

A3. Circulation Within the Regional Growth Center = 25 Points STP, 17 Points CMAQ

- Describe how the project provides access to major destinations within the center, such as completing a physical gap, providing an essential link in the transportation network for people and/or goods, or providing a range of travel modes or a missing mode.

- Describe how the project will improve circulation within the center and enhance opportunities for active transportation that can provide public health benefits through the following relevant areas: walkability, public transit access, public transit speed and reliability, bicycle mobility, bicycle facilities, streetscape improvements, traffic calming, etc.
- Describe how the project addresses safety and security.
- If the project has a parking component, describe how it has been designed to be compatible with a pedestrian oriented environment, including any innovative parking management tools.*

High: A project will receive a high rating if it significantly improves safe and convenient access and circulation within the regional growth center, provides a variety of travel modes and opportunities for increased public health benefits through active transportation improvements, and employs innovative design or parking management.

Medium: A project will receive a medium rating if it moderately improves access and circulation within the center, provides moderate travel and safety benefits for more than one mode, and provides moderate opportunities for active transportation.

Low: A project will receive a low rating if it improves access, circulation and safety to a limited degree within the center and provides benefits for a single mode with limited opportunities for active transportation.

Guidance: The applicant should describe how the proposed project provides access to destinations within the center such as sports or recreation facilities, arts venues, employment concentrations, government centers, transportation hubs, and freight facilities. Multimodal projects that consider the needs of pedestrians, public transit, bicycles, and automobiles have positive benefits for a wider variety of users than do projects focusing on a single mode. These projects also provide opportunities for active transportation that can lead to public health benefits.

The applicant should describe how the project will enhance circulation within the regional growth center, for example by providing a link, missing mode, multimodal program, transportation demand management (TDM) or intelligent transportation systems (ITS). For example, projects that include TDM activities designed to mitigate travel disruptions during the construction of a project and/or to encourage desired use and performance upon the project's completion may influence travel behavior and provide long-term benefits. Projects completing networks and providing critical connections that did not exist previously will tend to score higher than those that do not.

The applicant should describe how the project is improving safety and security for a variety of modes within the center. This could be by addressing an existing known safety issue or accident location, or by describing how the design of the project will help to prevent future safety issues, e.g., by the inclusion of specific features or by retrofitting an outdated facility.

Large expanses of surface parking can have a negative effect on the pedestrian environment because it increases the distances between active uses and disrupts streetscapes. Applicants with projects that have a parking component should describe how it has been designed to be compatible with a pedestrian oriented environment. Examples can be seen in structured parking that can minimize the surface area devoted to parking in regional growth centers, and street parking that can help to buffer pedestrian walkways from traffic on streets, while providing convenient access to businesses. Spaces reserved for carpools and vanpools can also minimize the overall amount of required parking, enhancing the pedestrian environment.

*Note: since this element has historically not been addressed in the majority of applications, it is not of equal value to the other elements in this criterion.

B. MANUFACTURING/INDUSTRIAL CENTERS = 75 POINTS STP, 45 POINTS CMAQ

B1. Development and User Benefit – 40 Points STP, 25 Points CMAQ

- Describe how the project will benefit or support the development plans and activities of the manufacturing/industrial center. Please provide a citation of the corresponding policies and/or specific project references in a subarea plan or in the comprehensive plan.
- Describe how the project will support the establishment of new jobs/businesses or the retention of existing jobs/businesses, including those in the industry clusters identified in the adopted regional economic strategy.
- Describe how the project will benefit a variety of user groups, including commuters, residents, and/or commercial users.
- Describe how the project will benefit minority and low-income populations identified in the President's Order for Environmental Justice, seniors, people with disabilities, populations located in highly impacted communities, and/or areas experiencing high levels of unemployment or chronic underemployment.

High: A project will receive a high rating if it clearly supports a significant amount of existing and/or planned employment activity in the center, including employment within the industry clusters identified in the adopted regional economic strategy, implements specific projects or policies identified for the center, and benefits a variety of user groups, including the groups identified above.

Medium: A project will receive a medium rating if it supports a moderate amount of existing and/or planned employment activity in the center, including employment within the industry clusters identified in the adopted regional economic strategy, implements adopted general or programmatic policies for the center, and would benefit a moderate number and variety of users.

Low: A project will receive a low rating if it supports a limited amount of existing and/or planned employment activity in the center, is consistent with the development goals for the center, and would benefit a limited number and variety of users.

Guidance: Applicants should demonstrate the magnitude of the benefits provided by the project and describe how it might support increased or sustained activity within the center. Applicants should describe the benefits provided by the project to the specific industry clusters identified in the regional economic strategy. Improving the ability of a business to draw its workforce and customer base from a wider area throughout the region, or improved travel time for commuters or goods delivery are examples of how a project might benefit the retention or establishment of new jobs or businesses.

The project should have the potential to serve a large number and variety of residents, employees, or other user groups. Health and equity are important considerations, and the applicant should describe whether it serves the transportation needs of various user groups such as those described above, which could be accomplished through provision of new or improved access, as one example. Additional resources are provided in the Call for Projects to assist sponsors in determining certain populations within their project area. Sponsors should clearly describe how the project benefits these user groups, rather than simply providing data on

the location of any given group. Further, sponsors should be specific to user groups within the project area, rather than at the jurisdiction level.

B2. Mobility and Accessibility Benefits – 35 Points STP, 20 Points CMAQ

- Describe how the project provides and/or enhances opportunities for freight movement.
- Describe how the project completes a physical gap, provides an essential link, or removes a barrier in the freight and goods system.
- Describe how the project addresses safety and security.
- Describe how the project improves access for one or more modes to major employment sites.
- Describe how the project provides opportunities for active transportation that can lead to public health benefits.
- Describe how the project promotes Commute Trip Reduction (CTR) and other TDM opportunities.

High: A project will receive a high rating if it provides improvements for freight movement resulting in a significant reduction in travel time and/or increased safety and efficiencies (such as through the provision of a new link or removal of a barrier, separation with other modes, the promotion of CTR and TDM activities, etc.), and improves access to employment for a variety of modes and provides opportunities for active transportation.

Medium: A project will receive a medium rating if it provides improvements for freight movement resulting in a moderate reduction in travel time and/or increased safety and efficiencies, improves access to employment for one or more modes, and provides modest opportunities for active transportation.

Low: A project will receive a low rating if it provides limited improvements for the movement of freight and safe access to employment in the center, with limited opportunities for active transportation.

Guidance: Sponsors should describe the benefits of the project in terms of time savings, circulation within the center, safety, mode share, and improved public health through active transportation. Examples could include: a grade separation of roadway and rail line that removes a bottleneck or improves the travel time for moving goods, and improves pedestrian and bicycle safety; an ITS project that significantly improves people and goods movement, and provides information on travel; or transit-supportive investments that improve transit use among employees and customers. Projects that include TDM activities designed to mitigate travel disruptions during the construction of a project and/or to encourage desired use and performance upon the project's completion may influence travel behavior and provide long-term benefits.

C. CORRIDORS SERVING CENTERS = 75 POINTS STP, 45 POINTS CMAQ

C1. Benefit to Regional Growth or Manufacturing/Industrial Center = 40 Points STP, 25 Points CMAQ

- Describe how this project will benefit or support the housing and employment development in a regional growth center(s) and/or employment growth in a manufacturing/industrial center(s).

Does it support multiple centers? Please provide a citation of the relevant policies and/or specific project references in a subarea plan or in the comprehensive plan.

- Describe how the project provides or benefits a range of travel modes to users traveling to/from centers, or if it provides a missing mode.
- Describe how the project will benefit a variety of user groups, including commuters, residents, and/or commercial users.
- Describe how the project will benefit minority and low-income populations identified in the President's Order for Environmental Justice, seniors, people with disabilities, populations located in highly impacted communities, and/or areas experiencing high levels of unemployment or chronic underemployment.
- Describe how the project will support the establishment of new jobs/businesses or the retention of existing jobs/businesses including those in the industry clusters identified in the adopted regional economic strategy.

High: A project will be rated high if it clearly supports a significant amount of existing and/or planned population and/or employment activity in one or more centers, including employment within the industry clusters identified in the adopted regional economic strategy; provides benefits to a range of travel modes or provides a missing mode to or from a center, and provides benefits to a variety of user groups, including the groups identified above.

Medium: A project will be rated medium if it supports a moderate amount of existing and/or planned population and/or employment activity in one or more centers, including employment within the industry clusters identified in the adopted regional economic strategy, and provides benefits to a moderate number and variety of user groups and modes.

Low: A project will be rated low if it has limited benefits to a center and provides benefits for a single mode and for a limited number and variety of user groups.

Guidance: Applicants should demonstrate the magnitude of the benefits provided by the project and describe how it might support increased or sustained activity within one or more centers. A wide variety of projects, such as new or improved pedestrian and bicycle routes, roadway projects, system management programs, and transit service enhancements could expand or improve person and goods carrying capacity to or from a center, thereby supporting increased housing and employment activity. Applicants should describe the benefits provided by the project to the specific industry clusters identified in the regional economic strategy. Improving the ability of a business to draw its workforce and customer base from a wider area throughout the region, or improved travel time for commuters or goods delivery are examples of how a project might benefit the retention or establishment of new jobs or businesses. Applicants should also explain how the improvement to the corridor is benefiting a variety of modes traveling to and from the center.

The project should have the potential to serve a large number and variety of residents, employees, or other user groups traveling to and from one or more regional centers. Health and equity are important considerations, and the applicant should describe whether it serves the transportation needs of various user groups such as those described above, which could be accomplished through provision of new or improved access, as one example. Additional resources are provided in the Call for Projects to assist sponsors in determining certain populations within their project area. Sponsors should clearly describe how the project benefits these user groups, rather than simply providing data on the location of any given group. Further, sponsors should be specific to user groups within the project area, rather than at the jurisdiction level.

C2. System Continuity/Long-Term Benefit and Sustainability = 35 Points STP, 20 Points CMAQ

- Describe how this project supports a long-term strategy to maximize the efficiency of the corridor, including TDM activities and ITS improvements that use advanced technologies or innovative approaches to improve traffic flow. Describe the problem and how this project will remedy it.
- Describe how this project provides a “logical segment” that links to a regional growth or manufacturing/industrial center.
- Describe how the project fills in a missing link or removes barriers to/from a center.
- Describe how this project will relieve pressure or remove a bottleneck on the regional transportation system and how this will positively impact overall system performance.
- Describe how this project addresses safety and security.
- Describe how the project provides opportunities for active transportation that can lead to public health benefits.

High: A project will be rated high if it provides significant improvements to the efficiency of a corridor leading to one or more regional centers, for people and/or freight, resulting in a significant reduction in travel time and/or increased safety and efficiencies (e.g., through the provision of a missing link or removal of a barrier, provision of TDM activities or ITS improvements, provision of safe opportunities for active transportation, and/or other long-term strategies to address an identified problem).

Medium: A project will be rated medium if it provides moderate improvements to the efficiency of a corridor leading to one or more regional centers, resulting in a moderate reduction in travel time and/or increased safety and efficiencies (such as by addressing but not completing a gap in the system, providing modest opportunities for active transportation, or by providing shorter-term improvements along the corridor).

Low: A project will be rated low if it provides limited and/or short term-improvements to the efficiency of a corridor, provides limited benefit to an identified problem and provides limited opportunities for active transportation.

Guidance: Applicants should describe the benefits of the project in terms of time savings, safety, completing gaps in the system, overcoming of barriers, provision of active transportation that can lead to public health benefits, etc. Projects that provide system continuity and long-term benefits could include new dedicated transit facilities, completion of the final multimodal gap in arterial improvements leading to a center, removing a bottleneck for freight movement to and from a center, ITS components that improve traffic flow and provide travel information, etc. Projects that include TDM activities designed to mitigate travel disruptions during the construction of a project and/or to encourage desired use and performance upon the project's completion may influence travel behavior and provide long-term benefits. Projects completing networks and providing critical connections that did not exist previously will tend to score higher than those that do not.

Part 2: Questions for All Projects

D. AIR QUALITY / CLIMATE CHANGE = 20 POINTS STP, 50 POINTS CMAQ

- Describe how the project will reduce emissions, particularly of diesel particulates, through one or more of the following:
 - Eliminating vehicle trips;
 - Inducing a mode shift away from single occupant vehicles (SOVs);
 - Reducing vehicle miles traveled (VMT);
 - Improving traffic flow (e.g., through signal coordination or by removing a bottleneck);
 - Converting to cleaner fuels, equipment, fuel systems and/or vehicles.
- For CMAQ projects only: What is the anticipated useful life of the project?

Note: the application will provide specific questions for each applicable emissions reduction opportunity identified above.

STP Projects

High: A project will rate high if it will substantially reduce fine particulates from diesel exhaust or will substantially reduce emissions of greenhouse gases and other air pollutants, and the air quality benefits will occur by 2035.

Medium: A project will rate medium if it will moderately reduce fine particulates from diesel exhaust or will moderately reduce emissions of greenhouse gases and other air pollutants (for example, a project that reduces VMT by shortening a vehicle trip but does not eliminate a vehicle trip); and the air quality benefits will occur by 2035.

Low: A project will rate low if it results in a limited amount of emissions reductions; and the air quality benefits will occur after 2035.

CMAQ Projects

High: A project will rate high if the combination of emissions reductions, useful life and amount requested results in a strong cost-effective usage of CMAQ funds.

Medium: A project will rate medium if the combination of emissions reductions, useful life and amount requested results in a moderate cost-effective usage of CMAQ funds.

Low: A project will rate low if the combination of emissions reductions, useful life and amount requested does not result in the cost-effective usage of CMAQ funds.

Guidance: The objective of this criterion is to evaluate projects with the highest potential to reduce emissions of both traditional air pollutants as well as greenhouse gas emissions, with increased emphasis on the reduction of diesel particulate emissions. These pollutants pose significant health risks, such as an increase in respiratory ailments, heart disease and cancer, as well as environmental risks such as damage to agriculture and Puget Sound. The application will include specific questions relevant to different types of projects to assist with this estimation. Particular to CMAQ funded projects, the criterion incorporates cost-effectiveness, and projects will score high if they demonstrate a cost-effective reduction of emissions.

For STP funding requests, projects resulting in a substantial decrease in emissions will score the highest under this criterion. High scoring projects may eliminate a substantial number of trips, reduce a significant amount of VMT or reduce fine particulates through diesel vehicle and equipment retrofits or the reduction of diesel truck idling (e.g. along a freight corridor). Converting fleets to alternative fuels may also score high under this criterion, if substantial emissions benefits will be achieved. Projects eliminating vehicle trips would generally be expected to produce greater emissions reductions than projects solely reducing VMT, but as mentioned above, the magnitude of the project and the timing of the anticipated benefits will play a role in the final score.

For CMAQ funding requests, projects will be evaluated on their emissions reduction potential as described above, as well as their useful life and the amount of funding requested. Projects resulting in the most cost-effective reduction of emissions will score the highest. The formula for calculating cost-effectiveness is as follows:

$$(\text{CMAQ \$ requested} / \text{Useful life}) / \text{Emissions reduced}$$

PSRC has consulted with the region's air quality consultation partners to review the air quality criterion and the methodology for applying scores. These partner agencies include the Environmental Protection Agency, Washington State Department of Ecology, Puget Sound Clean Air Agency, Washington State Department of Transportation Air Quality Program, Federal Highway Administration and Federal Transit Administration. The "Air Quality and Climate Change Evaluation Guidance" provides additional background and resources regarding the estimation of emissions reductions from a variety of types and scales of transportation projects, data on useful life from the Federal Highway and Transit Administrations, and information on the technical tool PSRC uses to estimate emissions reductions. This guidance document is provided in the Call for Projects on PSRC's website.

E. PROJECT READINESS/FINANCIAL PLAN = 5 POINTS

- When will the sponsor complete all prerequisites needed to obligate the project's requested regional funds?
- How reasonable is the financial plan for the requested phase(s)? Describe the funds already secured for the project, anticipated and reasonably expected to be secured, or unsecured at the time of the application.

Project sponsors will be asked to supply a full financial budget and project schedule in the application. Depending on the type and scale of the project, information should be provided on the following project milestones: environmental documentation, permits, right of way approvals, percent design completed, contract dates, etc.

High: A project will receive a high score if the applicant can demonstrate that work on the prerequisites for obligation of the requested phase has begun and/or remaining work is scheduled and feasible to be completed by the obligation deadline. All funds needed to complete the phase(s) have been secured at the time of application or are reasonably expected by the obligation deadline for the phase(s) requested.

Medium: A project will receive a medium score if the applicant can demonstrate that work on the prerequisites for obligation of the requested phase has begun and/or remaining work is scheduled and feasible to be completed by the obligation deadline. No funds needed to complete the phase(s) have been secured at the time of application, but funds are reasonably expected by the obligation deadline for the phase(s) requested.

Low: A project will receive a low score if the applicant fails to demonstrate that all prerequisites for obligation of the requested phase(s) will be completed by the estimated obligation deadline. No funds needed to complete the phase(s) are secured, and there is risk that the sponsor's plan to secure all necessary funding will not be achieved by the obligation deadline for the phase(s) requested.

Guidance: The focus of this criterion is to evaluate the feasibility of each project to meet the obligation and financial plan requirements of the requested phase by the estimated selected date. All requested phases must be fully funded with the PSRC grant award and other identified funding.

F. OTHER CONSIDERATIONS (NO POINTS)

Project sponsors have the opportunity to describe additional aspects of the project that are not addressed in the evaluation criteria that could be relevant to the final recommendation and decision-making process. Per Board direction, this includes information on innovative project elements or procedures, and the process by which jurisdictions determine the benefits of projects. A report will be provided to the Board for future consideration of these topics.

- Describe any additional aspects of your project not requested in the evaluation criteria that could be relevant to the final project recommendation and decision-making process.
- Describe any innovative components included in your project: these could include design elements, cost saving measures, or other innovations.
- Describe the process that your agency uses to determine the benefits of projects; this could include formal cost-benefit analysis, practical design, or some other process by which the benefits of projects are determined.

PSRC's 2020 Regional FTA Competition

Project Evaluation Criteria

Guidance for PSRC's 2020 Regional FTA Competition was adopted as part of the *2020 Policy Framework for PSRC's Federal Funds*. The policy focus as adopted in the framework is to support the development of centers and the transportation corridors that serve them. The intent of this policy focus is to support implementation of VISION 2040, the regional transportation plan and the regional economic strategy. For the FTA regional project competition, centers are defined as regional growth centers and manufacturing/industrial centers as identified in VISION 2040, centers as designated through countywide processes, town centers, and other locally identified centers.

Regional project evaluation criteria have been designed to implement the adopted policy focus of supporting centers and the corridors that serve them. Proposed projects will be reviewed for a variety of characteristics and impacts, including but not limited to: support for centers and compact urban development; support for the industry clusters identified in the adopted regional economic strategy, *Amazing Place*¹; improved system performance and efficiency; safety; benefits to a variety of user groups; opportunities for active transportation and improved health; project readiness; and air quality/climate change benefits. In addition, sponsors have the opportunity to provide information that is not addressed in the evaluation criteria for additional consideration in the recommendation process. Per Board direction, this includes information on innovative project elements or procedures, and the process by which agencies determine the benefits of projects.

VISION 2040 was developed with attention to social equity, environmental justice, and public health. These are important elements that are also key to PSRC's Growing Transit Communities Program and are considered in the evaluation of projects. The criteria address the user groups that will benefit from proposed projects, including those groups identified in the President's Order for Environmental Justice², seniors, people with disabilities, those located in highly impacted communities³ and/or areas experiencing high levels of unemployment or chronic underemployment. Projects are also evaluated for their provision of facilities that improve bicycle and pedestrian access to public transit and other elements that promote alternative modes of transportation. Projects are reviewed for elements such as streetscape improvements, the completion of missing links, the removal of barriers, transit service, bus shelters and other facilities. These and other types of transportation facilities and improvements provide options for choosing active modes of transportation, and consequently can provide public health benefits.

The air quality/climate change criterion evaluates projects for their potential to eliminate single occupant vehicle trips and reduce vehicle miles traveled (VMT), as well as for the promotion of alternative fuels and the reduction of idling. These elements not only have the capability to reduce traditional air pollutants, which are harmful to human and environmental health, but also to reduce emissions of the greenhouse gases which lead to climate change, both of which are called for in VISION 2040 and the regional transportation plan. The Washington State Department of Ecology has identified diesel exhaust as the air pollutant most harmful to public

¹ <https://www.psrc.org/our-work/regional-economic-strategy>.

² The President's Order for Environmental Justice states "each Federal agency shall make achieving environmental justice part of its mission by identifying and addressing, as appropriate, disproportionately high and adverse human health or environmental effects of its programs, policies and activities on minority populations and low-income populations."

³ Highly impacted communities are geographic locations characterized by degraded air quality, whose residents face economic or historic barriers to participation in clean air decisions and solutions. For more information, see: <https://pscleanair.gov/372/Community-Equity-Access>.

health in Washington State, and according to the Puget Sound Clean Air Agency, the reduction of particulate matter – particularly diesel particulates – is the most important air quality challenge in the Puget Sound.

Projects will be compared to one another in order to determine the magnitude of the improvements and to arrive at a final score. Project scores of high, medium, and low are assigned for each criterion based on the magnitude of the benefits and impacts. Projects that most directly support each criterion, addressing each bullet point within a given section, will be rated “High.” The highest possible total score a project can receive is 100 points.

INSTRUCTIONS

Projects will be evaluated against the criteria based on the information and responses provided in the regional FTA application. Each criterion contains specific bullet points that are equally important to the evaluation of that criterion, unless otherwise specified. The questions in the application reflect each of these bullet points. For the purpose of this Call for Projects, the term “project(s)” refers to project(s) or program(s).

	Points
Part 1: Category Specific Questions	75
A. Corridors Serving Centers	
<i>Benefit to Regional Growth, Manufacturing/Industrial and/or Locally Identified Center</i>	40
<i>System Continuity/ Long Term Benefit-Sustainability</i>	35
Part 2: Technical Criteria	25
B. Air Quality and Climate Change	20
C. Project Readiness/Financial Plan	5
D. Other Considerations	0
TOTAL	100

After all projects have been scored by PSRC staff, the Regional FTA Caucus will use the scores as a tool to help determine which projects to recommend for funding to the Transportation Operators Committee (TOC). The TOC will review and make recommendations for funding to the Transportation Policy Board (TPB), which will make the final recommendation to the Executive Board.

Part 1: Policy Criteria

A. Corridors Serving Centers = 75 Points

Benefit to Regional Growth, Manufacturing/Industrial and/or Locally Identified Center = 40 Points

- Describe how this project will benefit or support the existing and planned housing and employment development of a center(s). Does it support multiple centers?
- Describe how the project will support the development/redevelopment plans and activities (objectives and aims) of a center(s).
- Describe how the project provides a range of travel modes to users traveling to centers, or if it provides a missing mode.
- Describe how the project improves access to major destinations within the center, including enhanced opportunities for active transportation that can provide public health benefits through the following relevant areas: walkability, public transit access, public transit speed and reliability, bicycle mobility and facilities, streetscape improvements, etc.
- Describe how the project will benefit a variety of users, including commuters, residents, and commercial users).
- Describe how the project will benefit those groups identified in the President's Order for Environmental Justice, seniors, people with disabilities, those located in highly impacted communities, and/or areas experiencing high levels of unemployment or chronic underemployment.
- Describe how the project will support the establishment of new jobs/businesses or the retention of existing jobs/businesses including those in the industry clusters identified in the adopted regional economic strategy.
- Does the project promote Commute Trip Reduction (CTR) opportunities?

Guidance

Applicants should demonstrate the magnitude of the benefits provided by the project and describe how it might support increased or sustained activity within the center. The project should have the potential to serve a variety of residents, employees, or other user groups. Health and equity are important considerations, and the applicant should describe whether it serves the transportation needs of various user groups such as those described above, which could be accomplished through provision of new or improved access, as one example. Additional resources are provided in the Call for Projects to assist sponsors in determining certain populations within their project area. Sponsors should clearly describe how the project benefits these user groups, rather than simply providing data on the location of any given group.

High: A high scoring project would demonstrate the following characteristics:

- Provides clear benefit to a center or centers by expanding the person and goods carrying capacity of routes leading towards the center(s);
- Demonstrates that it helps a center(s) meet its development goals (and can reference these goals);
- Improves access to the center(s) for multiple modes including nonmotorized and transit, providing opportunities for increased public health benefits;
- Serves multiple user groups, including those without full-time access to cars, those identified in the President's Order for Environmental Justice, seniors, people with disabilities,

- those located in highly impacted communities, and/or areas experiencing high levels of unemployment or chronic underemployment;
- Adjacent to dense, mixed-use areas that are likely to generate significant use of the project;
- Supports the expansion or retention of employment in the center, including those within the industry clusters identified in the adopted regional economic strategy;
- Promotes CTR opportunities.

Medium: A medium scoring project would demonstrate the following characteristics:

- Primarily benefits the development along the corridor rather than a center;
- Benefits to a center's development goals are not described in a comprehensive plan;
- Improves access to a center, but only for a few modes;
- Serves a moderate number and variety of users;
- Adjacent land uses are low-density, and therefore likely to generate limited use.

Low: A low scoring project would demonstrate the following characteristics:

- Has very limited benefits to a center, with the benefits not described in a comprehensive plan;
- Limited access improvements for only one mode;
- Serves a limited number and variety of users;
- Adjacent land uses are very low-density.

System Continuity/ Long Term Benefit-Sustainability = 35 Points

- Describe how this project provides a “logical segment” that serves a center or allows users to access the system.
- Describe how the project fills in a missing link or removes barriers to a center (e.g. congestion, inadequate transit service/facilities.) Describe how this project will relieve pressure or remove a bottleneck on the regional transportation system and how this will positively impact overall system performance.
- Describe how the project addresses safety and security.
- Describe how the project improves intermodal connections (e.g., between autos, ferries, commuter rail, high capacity transit, bus, carpool, bicycle, etc.), or facilitates connections between separate operators of a single mode (e.g., two transit operators).
- If applicable, describe how the project provides an improvement in travel time and/or reliability for transit users traveling to and/or within centers.
- If applicable, describe how the project increases transit use to or within centers;
- Describe how this project supports a long-term strategy to maximize the efficiency of the corridor. Describe the problem and how this project will remedy it.

Guidance

Applicants should demonstrate the magnitude of the benefits provided by the project and describe how it might improve system continuity and access to centers.

High: A high scoring project would demonstrate the following characteristics:

- Improves a corridor in logical segments, preventing the creation of missing links or gaps, thereby improving access to a center or centers;
- Creates a new intermodal connection that provides significant system-wide performance benefits;
- Addresses critical gaps or barriers in the development of a corridor, creating greater efficiency or reliability in accessing a center;
- Removes a bottleneck that improves the overall system performance, and creates improved safety and access to a center;

- Provides a long-term solution for meeting projected travel demand for people and/or goods to a center, considering environmental issues, land use strategies, transportation efficiency, and health impacts.

Medium: A medium scoring project would demonstrate the following characteristics:

- Improves a corridor in logical segments, but provides limited improvement in accessing a center;
- Creates a new intermodal connection that provides moderate system-wide performance benefits;
- Addresses important, but not critical, gaps or barriers in the development of a corridor, and has limited improvements in efficiency or reliability in safely accessing a center;
- Provides limited relief to a bottleneck with limited improvement to overall system performance;
- Provides a short-term solution for meeting projected travel demand for people and/or goods, considering environmental issues, land use strategies, transportation efficiency, and health impacts.

Low: A low scoring project would demonstrate the following characteristics:

- Does not improve a corridor in logical segments and does not provide for improved access to a center;
- Does not create new intermodal connections;
- Addresses marginal gaps or barriers in the development of a corridor, and has very limited improvements in efficiency or reliability in accessing a center;
- Has no perceptible improvement to a bottleneck or to overall system performance;
- Does not address long-term projected travel demand, and
- Serves areas outside the Urban Growth Area.

Part 2: Technical Criteria

B. Air Quality and Climate Change = 20 Points

- Describe how the project will reduce emissions through one or more of the following:
 - Eliminating vehicle trips
 - Inducing a mode shift away from single occupant vehicles (SOVs)
 - Reducing vehicle miles traveled (VMT)
 - Improving traffic flow (e.g., through signal coordination or by removing a bottleneck)
 - Converting to cleaner fuels, equipment, fuel systems and/or vehicles

Note: the application will provide specific questions for each applicable emissions reduction opportunity identified above.

High: A project will rate high if:

- It will substantially reduce emissions of greenhouse gases and other air pollutants, or will substantially reduce fine particulates from diesel exhaust; and
- The air quality benefits will occur by 2035.

Medium: A project will rate medium if:

- It will moderately reduce emissions of greenhouse gases and other air pollutants, or will moderately reduce fine particulates from diesel exhaust (for example, a project that reduces VMT by shortening a vehicle trip, rather than eliminating a vehicle trip); and
- The air quality benefits will occur by 2035.

Low: A project will rate low if:

- It results in a low amount of emissions reductions; and
- The air quality benefits will occur after 2035.

Guidance

The objective of this criterion is to evaluate projects with the highest potential to reduce emissions of both traditional air pollutants as well as greenhouse gas emissions. These pollutants pose significant health risks, such as respiratory ailments, heart disease and cancer, as well as environmental risks such as damage to agriculture and Puget Sound. The application will include specific questions relevant to different types of projects to assist with this estimation.

Projects resulting in a substantial decrease in emissions will score the highest under this criterion. High scoring projects may eliminate a substantial number of trips, reduce VMT or reduce fine particulates through diesel vehicle and equipment retrofits. Converting fleets to alternative fuels may also score high under this criterion, if substantial emissions benefits will be achieved.

All projects will be evaluated based on their potential to reduce emissions. The magnitude of the emissions reductions will be a determining factor. In addition, an important factor in the evaluation will be the timing of the air quality benefits – i.e., when will the full potential emissions reductions occur. The timing of the air quality benefits is important to help the region continue to meet current and future air quality standards, as well as to assist the state in reaching the state's greenhouse gas emissions reduction limits.

PSRC has consulted with the region's air quality consultation partners to review the air quality criterion and the methodology for applying scores. These partner agencies include the Environmental Protection Agency, Washington State Department of Ecology, Puget Sound Clean Air Agency, Washington State Department of Transportation Air Quality Program, Federal Highway Administration and Federal Transit Administration.

PSRC has developed an "Air Quality and Climate Change Evaluation Guidance" document that provides additional background and resources regarding the estimation of emissions reductions from a variety of types and scales of transportation projects, and information on the technical tool PSRC uses to estimate emissions reductions. This guidance document is provided in the Call for Projects on PSRC's website.

C. Project Readiness/Financial Plan = 5 Points

- When will the sponsor complete all prerequisites needed to obligate the project's requested regional funds?
- How reasonable is the financial plan for the requested phase(s)? Describe the funds already dedicated to the project, anticipated and reasonably expected to be secured, or unsecured at the time of the application.

Project sponsors will be asked to supply in the application a full financial budget and project schedule. Depending on the type and scale of the project, information should be provided on the following milestones: design, environmental documentation, permits issued, Right of Way approvals, final design, engineer's estimate, etc.

High: A project will receive a high score if the applicant can demonstrate that work on the prerequisites for obligation of the requested phase has begun and/or remaining work is scheduled to be completed by the obligation deadline. All funds needed to complete the phase(s) have been secured or are reasonably expected by the obligation deadline for the phase(s) requested.

Medium: A project will receive a medium score if the applicant can demonstrate that work on the prerequisites for obligation of the requested phase has begun and/or remaining work is scheduled to be completed by the obligation deadline. No funds needed to complete the phase(s) have been secured, but the sponsor has a plan demonstrating that it is reasonable for all funds for the phase(s) requested to be secured by the obligation deadline.

Low: A project will receive a low score if the applicant fails to demonstrate that all prerequisites for obligation of the requested phase(s) will be completed by the estimated obligation deadline. No funds are secured, and the sponsor has not demonstrated it is reasonable for all funding to be secure by the obligation deadline for the phase(s) requested.

Guidance: The focus of this criterion is to evaluate the feasibility of each project to meet the obligation and financial plan requirements of the requested phase by the estimated selected date. All requested phases must be fully funded with the PSRC grant award and other identified funding.

D. Other Considerations (no points)

Please describe any additional aspects of your project not requested in the evaluation criteria that could be relevant to the final project recommendation and decision-making process. Per PSRC Board direction, this includes information on innovative project elements or procedures, and the process by which jurisdictions determine the benefits of projects.

- Describe any additional aspects of your project not requested in the evaluation criteria that could be relevant to the final project recommendation and decision-making process.
- Describe any innovative components included in your project: these could include design elements, cost saving measures, or other innovations.
- Describe the process that your agency uses to determine the benefits of projects; this could include formal cost-benefit analysis, practical design, or some other process by which the benefits of projects are determined.

AIR QUALITY AND CLIMATE CHANGE EVALUATION GUIDANCE

The following guidance provides additional details regarding the process followed by PSRC to evaluate projects for potential air quality benefits. As a reminder, air quality is a key criterion for all PSRC funding competitions, regardless of program. Continued in the 2020 project selection process is the inclusion of cost-effectiveness for projects competing for Congestion Mitigation and Air Quality Improvement Program (CMAQ) funds.

Protecting air quality is a regional goal

Projects are evaluated for their potential to reduce emissions, from the elimination of vehicle trips, reduction of vehicle miles traveled (VMT), reduction of vehicle idling, or conversion to alternative fuels or vehicle technology (e.g. engine upgrades). PSRC has adopted regional policies to support the protection of the natural environment, including addressing air quality and climate change. For example, VISION 2040 calls for the region to reduce its overall production of harmful elements that contribute to climate change, and to continue efforts to reduce pollutants from transportation activities through the use of cleaner fuels and vehicles, increasing alternatives to driving alone, as well as design and land use. Similarly, the regional transportation plan includes a strategy for reducing transportation's contribution to climate change and its impact on air pollution. These policies apply to the region as a whole, and they are not limited to the air quality boundaries that are regulated by national standards.

In addition, under the federal transportation act, Fixing America's Surface Transportation (FAST) Act, priority is given to the reduction of diesel particulates, particularly within nonattainment or maintenance areas for the national fine particulate standard,¹ for projects receiving CMAQ funds. Further, the Washington State Department of Ecology has identified diesel exhaust as the air pollutant most harmful to public health in Washington State, and according to the Puget Sound Clean Air Agency, the reduction of particulate matter (PM) – particularly diesel particulates – is the most important air quality challenge in the Puget Sound.

Based on these national, state and regional goals and policies, all projects will be evaluated based on their potential to reduce emissions, regardless of the funding source requested. Projects competing for STP and FTA funds will be evaluated based on the magnitude of the project's potential emissions reductions. Projects competing for CMAQ funds will be evaluated on their emissions reduction potential as well as their useful life and the amount of funding requested, so that projects resulting in the most cost-effective reduction of emissions will score the highest. In addition, the air quality score is of higher value for projects requesting CMAQ funds.

Project Types that Reduce Emissions

In the application, project sponsors will be asked to provide information based on the scope and extent of their projects, tailored to reflect the potential emissions reduction from each type of project. If the sponsor has reliable quantified data – e.g. from an Environmental Impact Study, traffic study, or other analytic process – they are encouraged to provide that reference information.

¹ Refer to PSRC's website for a map of the air quality maintenance areas in the Central Puget Sound region. CMAQ funds may be spent on projects located in the former ozone and CO maintenance areas, as well as the existing maintenance areas for PM.

This information will depend on the type of improvement, as well as the extent to which the improvements will extend within the regional system. The application will provide detailed questions specific to the various types of projects to assist in this evaluation, relative to the key determining factors for each project type's potential to reduce emissions.

Example questions that will be used to evaluate potential emissions reductions include:

- Diesel Particulate Emissions Reduction Projects – what kind of vehicles, engines and duty cycles are being addressed? What is the emissions vintage of the existing engines? How many vehicles will be addressed? What is the average miles driven by the existing vehicles?
- HOV/BAT Lane Projects – what are the roadway and travel conditions before and after the proposed project, including average daily traffic and speeds? How many transit routes use the facility now and are anticipated in the future? Does this project connect to or expand an existing HOV/BAT lane system? What is the length of the project and the population served? What source of data indicates the expected conversion of single occupant vehicle trips to transit or carpool?
- Transit Projects – what is the current transit ridership in the area? What is the average trip length? What is the population served that will be expected to use the new/improved service? What source of data indicates the expected conversion of single occupant vehicle trips to transit?
- ITS Projects – what is the current and expected average daily traffic and speed along the corridor? What are the expected improvements in speed from this project? What are the transit routes along the corridor, and will this project improve transit reliability on the corridor? What is the percentage of heavy trucks using the facility?
- Bicycle/Pedestrian Projects - what is the length of the facility? What are the connections to other bicycle/pedestrian facilities and to the larger system? Does the facility connect to transit? What is the expected population served, and what source of data indicates the expected conversion of single occupant vehicle trips to this mode?

Table 1 below displays the range of estimated emissions reduction data from actual projects awarded CMAQ or other diesel emission reduction funds, illustrating the potential emissions reduction from a variety of project types and within a range of project magnitude.² The data is provided from the Puget Sound Clean Air Agency, PSRC's emissions estimation reporting and national data from the CMAQ Public Access System. Table 3 at the end of this document provides more examples of types of projects that would produce low emissions benefits and high emissions benefits within each category.

² Data in the national system is reported for carbon monoxide (CO), volatile organic compounds (VOCs), nitrogen oxides (NOx) and coarse particulate matter (PM₁₀). Since each pollutant behaves very differently, and since there is little data available for PM₁₀ emissions given the limitations of the tools to date, CO has been selected as the representative pollutant for data illustration purposes. In addition, given the complex interactions between VOCs and NOx in the production of ozone, as well as changes in the analysis of these pollutants with the updated EPA Motor Vehicle Emission Simulator (MOVES), and since the analytical trends for estimating CO from motor vehicles has remained relatively consistent over time, the use of CO data for guidance purposes to evaluate projects seems appropriate as the most complete and reliable data set. To date, there is no required project-level reporting of carbon dioxide (CO₂), and this pollutant is not included in the national CMAQ Public Access System. However, in general, reduction of the criteria pollutants from these types of projects will result in a reduction of CO₂ emissions, so the surrogate use of CO for the purposes of these illustrative tables is reasonable. Puget Sound Clean Air Agency provided calculated PM emissions reductions for a range of diesel emissions reduction projects in the region.

Table 1: Reported Emissions Reductions		
	AQ Benefits (kg/day PM)	
Project Type	Low Magnitude	High Magnitude
Diesel Reduction	<1	9
	AQ Benefits (kg/day CO)	
Project Type	Low Magnitude	High Magnitude
Bicycle/Pedestrian		
Bike Lane/Sidewalks/Etc.	<1	9
Regional Trails	9	18
TDM/CTR	9	225
New/Expanded Transit Service		
Regional Service	360	1500
County/Corridor Service	9	860
Transit Vehicle Expansion/Replacements	<1	145
Other Transit Amenities		
park and rides, flyer stops, etc.	145	500
Service Amenities (e.g., fare systems, safety, etc.)	<1	9
HOV/BAT Lanes	1	525
Intersections/ITS	<1	100

As is illustrated by the data above, there may be a wide range of emissions benefits from projects, and the magnitude of the project's scope and the interaction with the surrounding population and transportation system are critical to the final result. The evaluation criteria and application seek information on the elements included in a project that would reduce emissions, depending on the type of improvement (e.g., number and length of trips converted from a single occupancy vehicle to transit or bicycle/pedestrian mode), as well as the extent to which the improvements will extend within the regional system. Each project's air quality score will depend on the emissions reductions estimated from each project in the competition.

Determining Emissions Reductions

PSRC staff will calculate the expected reduction in air pollutant emissions for all applications. The calculation will be made utilizing project-specific data provided in the applications, EPA emission factors, and national or regional default data, if necessary. This calculation will typically be made using the agency's project-level emissions evaluation tool. Data provided by the project sponsor will be considered on the condition that the source of the data is provided and is considered reasonable and based on sound methodology. Project types that are not captured by the tool will be evaluated by PSRC staff using project data and other available resources.

Emissions reductions will be estimated for carbon dioxide equivalent (CO₂e), fine particulate matter (PM_{2.5}), carbon monoxide (CO), nitrogen oxides (NO_x), and volatile organic compounds (VOC).

Air Quality Score – STP Funds

Two key factors in the final STP and FTA score are the **magnitude** of the project's potential emissions reductions, and the **timing** of the air quality benefits – i.e., when will the full potential emissions reductions occur. The timing of the air quality benefits is important to help the region continue to meet current and future air quality standards, as well as to assist the state in reaching the state's greenhouse gas emissions reduction limits.

Projects resulting in a substantial reduction in emissions will score the highest under this criterion. This could be from the reduction of fine particulates through diesel vehicle and equipment upgrades or the reduction of diesel truck idling (e.g. along a freight corridor), the elimination of a substantial number of vehicle trips, or the reduction of a significant amount of VMT. Projects eliminating vehicle trips would generally be expected to produce greater emissions reductions than projects solely reducing VMT, but as mentioned above, the magnitude and scale of the project and the timing of the anticipated benefits will play a role in the final score, and all projects will be evaluated against each other.

Air Quality Score – CMAQ Funds

The air quality score for the CMAQ competition will be weighted higher and will be determined differently than in the STP competition. Rather than strictly being scored on the magnitude and timing of emissions reduction, CMAQ projects will be evaluated on the cost-effectiveness of the potential emissions reductions. The CMAQ program guidance directs the use of cost-effectiveness in the selection of projects, and the *2020 Policy Framework* includes a cost-effectiveness methodology in the scoring process used to select projects applying for CMAQ funds.

A cost effectiveness value will be determined based on the following calculation:

$$\text{Cost effectiveness} = [(funding\ request) / (useful\ life)] / (annual\ emissions\ reduction)$$

Funding request: Only the requested CMAQ funds will be considered as part of the cost effectiveness evaluation. Total project cost is not applicable for this evaluation.

Useful life: The application will include a question about the project's useful life. In most cases, this value will be applied using Table 2 on page 6 below. This table is derived from FHWA and FTA guidance and project evaluation summaries. Project types that are not included in Table 2 must provide background data to support the proposed useful life value.

Annual emissions reduction: The emissions reduced will be determined by PSRC staff using the project-level emissions evaluation tool (or by other methods as described above, if necessary). Annual emissions reductions for CO_{2e} and PM_{2.5} will be used to evaluate cost effectiveness. CO_{2e} is used as a representative for all gaseous pollutants because project changes result in similar emissions reduction trends from these pollutants. PM_{2.5} is considered separately and on a different scale due to the emphasis placed on reduction of this pollutant in federal, state and regional policy.

Under advisement of our regional air quality consultation partners, and with RPEC concurrence, the annual emissions reduction will be applied using the following equation:

$$\text{Annual emissions reduction} = (\text{annual tons of CO}_2\text{e}) + (\text{annual pounds of PM}_{2.5})$$

The cost effectiveness value will be in units of dollars requested per emissions reduced. Lower values are considered to be more cost effective than higher values. Projects resulting in the lowest cost effectiveness values will score the highest under this criterion. As an example, higher scores would be expected from projects that demonstrate high emissions reductions, request modest funding amounts, and have longer useful lives, thereby resulting in a cost effective reduction in emissions. As with STP and FTA projects, all CMAQ projects will be evaluated against each other to determine the final point values for this criterion.

Table 2: Useful Life Estimates for CMAQ Projects

Project Type	Useful Life (in years)
Traffic Flow Improvements	
Signalization	10
Freeway Management	10
HOV / Business Access Transit Lanes	20
Shared Ride Programs	
Regional Ridesharing	2
Vanpool Programs - Assistance	2
Vanpool Programs - Purchase of Vans	4
Park and Ride - Surface Lots	12
Park and Ride - Structure	12
Transportation Demand Management Programs and Activities	
Trip Reduction Programs and Outreach / Advertising	2
Bicycle / Pedestrian Facilities	
Bicycle & Pedestrian Facilities	15
Transit Improvements	
<i>Bus</i>	
Large Heavy-Duty Bus (35-40 ft. and articulated buses) - Purchase	12
Small Heavy-Duty Bus (approximately 30ft) - Purchase	10
Medium, Medium-Duty Bus (25-35 ft.) - Purchase	7
Medium, Light-Duty Bus (25-35 ft.) - Purchase	5
Operations - Existing Service	Tie to length of grant
Operations - New Service	Tie to length of capital investment
<i>Ferry</i>	
Passenger Ferry - Purchase	25
Other Ferry - Purchase	30
<i>Rail & Trolley</i>	
Fixed Guideway Steel-Wheeled (i.e. streetcar or light rail)	25
Fixed Guideway Electric Bus	15
Heavy Rail Vehicle	25
New Rail Services - Track & Stations/Centers	30
<i>Other</i>	
Amenities	2
Bus Shelters	10
Other Improvements	
Alternative Fuel Buses	4
Freight / Intermodal Projects	20
Engine Retrofit Technologies	Varies - utilize and cite resources provided by the U.S. Environmental Protection Agency, U.S. Department of Energy, etc.

Sources:

Federal Highway Administration, 2008. SAFETEA-LU: CMAQ Evaluation and Assessment - Phase I Final Report

Federal Transit Administration, 2015. Circular 5300.1 State of Good Repair Grants Program: Guidance & Application Instructions

ADDITIONAL AIR QUALITY EMISSIONS BACKGROUND

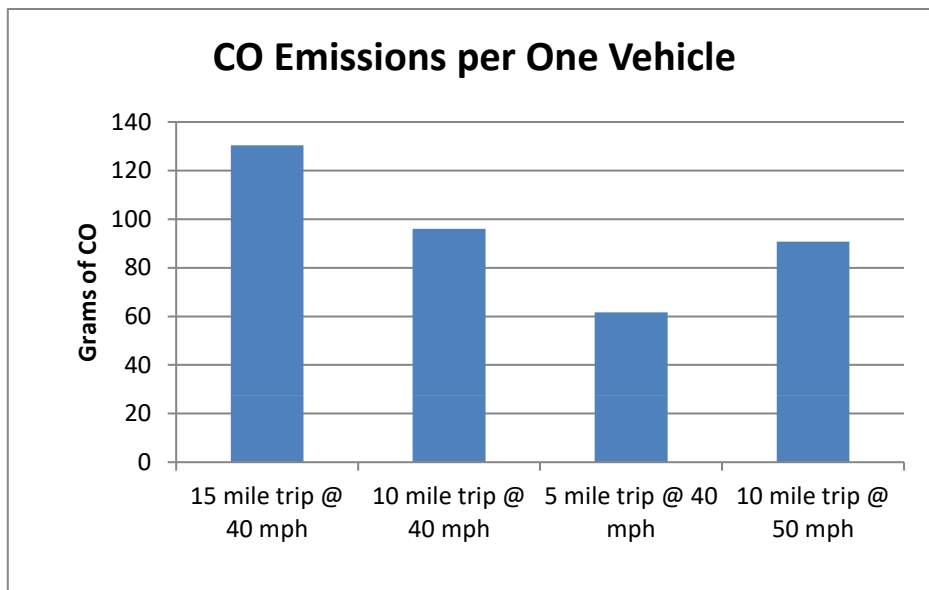
The following information provides additional background data related to the comparison of emission benefits.

According to the 2011 EPA report, “Potential Changes in Emissions Due to Improvements in Travel Efficiency:”

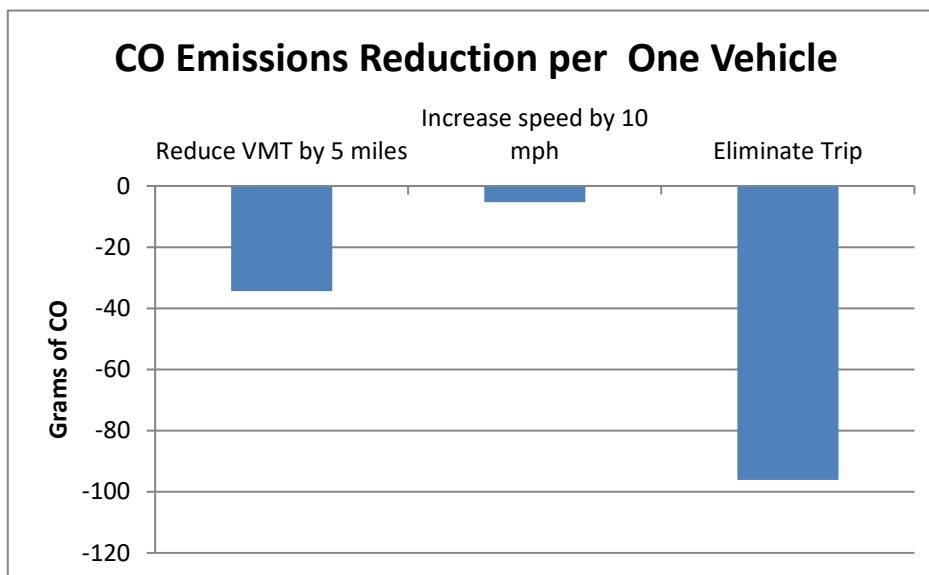
“The TCMs (*transportation control measures*) that would result in a measurable regional reduction in automobile trips and VMT are those which affect regional mode share and speeds, and would consequently have the highest impact on regional emissions. These tend to be strategies involving regional transit expansion and service improvement, incentives for vanpools and carpools including construction of HOV/HOT lanes, and regional pricing strategies. For strategies that are implemented at a regional scale, impacts can be expected to be greater in larger regions where the absolute number of trips and VMT is larger. Even a small percentage reduction in regional VMT and automobile trips can potentially have a significant effect on regional emissions.

Although both speed and VMT are used in emissions analysis, speed represents a response to congestion rather than a change in travel behavior as indicated by a reduction in VMT. It is true that congestion can have an impact on emissions; however, these impacts tend to be smaller and more localized than the impacts of VMT reduction.”

The charts on the next page provide more information illustrating the emissions behavior at various scenarios.

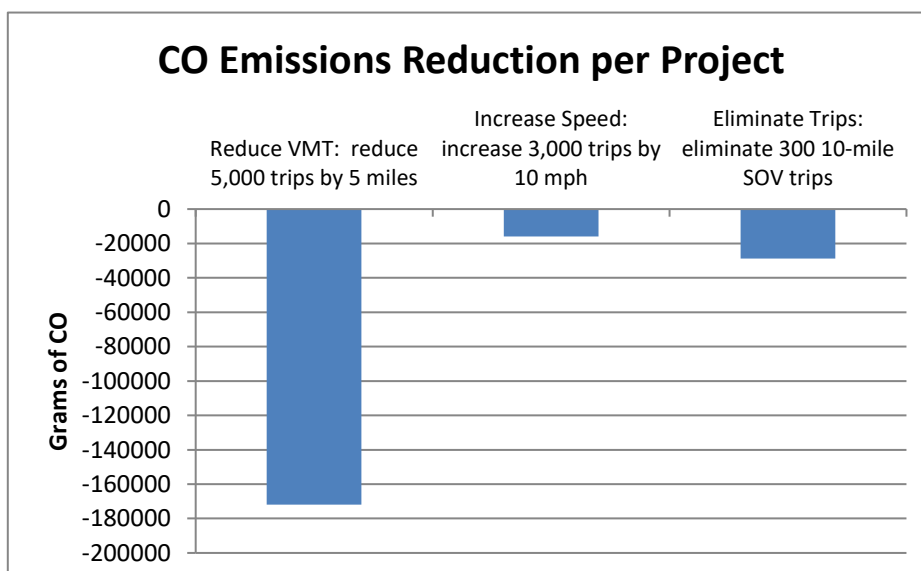


CO emissions vary as a product of VMT and speed.
A 5-mile trip is not equal to half the emissions from a 10-mile trip because engine starts are a significant source of emissions.



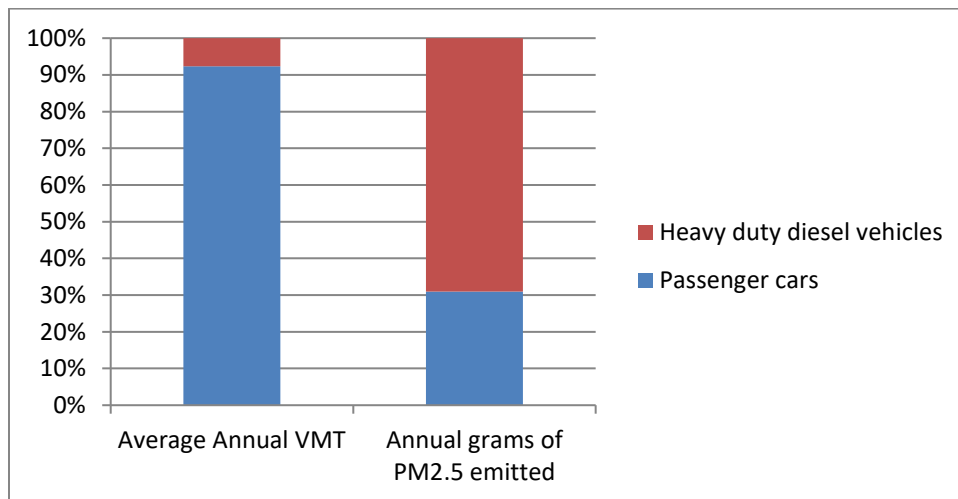
Using a 10-mile trip at 40 mph as a base, this chart shows the difference in emissions reductions from 3 options:

- Reduce VMT
- Increase speed
- Eliminate trip



The emissions benefit from a project is driven by the number of affected vehicles.
This chart compares the emissions benefits of three common types of projects in our region, illustrating how the magnitude of the project plays a key role in the emissions benefits produced.

Heavy duty on-road vehicles, construction equipment and marine vessels account for a significant portion of the total diesel particulate matter emissions in the Puget Sound region³. The chart below illustrates that while heavy duty diesel vehicles make up a small percentage of the VMT traveled within our regional annually, they account for almost 2/3 of the on-road PM_{2.5} emissions. Diesel reduction projects are a priority because, depending on the technology used, diesel engine replacement and retrofits can provide between a 25-90% reduction of fine particulate matter emissions.



* This does not represent 100% of the VMT in the region, but provides a comparison between these two particular vehicle classes. Light duty passenger trucks, motorcycles and other commercial vehicles are not represented in the chart above.

³ Puget Sound Clean Air Agency. <https://pscleanair.gov/162/Air-Toxics>

Table 3: Example Projects, Low to High Magnitude Emission Benefits

Low Magnitude Diesel Reduction	Installation of engine preheaters on 20 transit buses.
High Magnitude Diesel Reduction	Replacement of 280 port drayage trucks.
Low Magnitude Bicycle/Pedestrian	Sidewalk repair, completion of missing segments; addition of bicycle lane for 1-2 miles.
High Magnitude Bicycle/Pedestrian	New separated pathway connecting to transit center in an urban core.
Low Magnitude TDM/CTR	Corridor-based marketing approach to encourage alternatives to drive-alone travel.
High Magnitude TDM/CTR	TDM programs in multiple urban centers, to include marketing and outreach, incentives, parking management policies and minor capital improvements such as bicycle racks and signage.
Low Magnitude Transit Service	1-mile corridor extension of an existing system in a dense urban area with strong existing transit ridership and nonmotorized travel.
High Magnitude Transit Service	New regional transit service on separated alignment for 14 miles.
Low Magnitude Transit Vehicles	Replacement of less than 10 buses or shuttles, with no corresponding expansion of service.
High Magnitude Transit Vehicles	Replacement of a significant number of buses or shuttles for expansion of transit service.
Low Magnitude Transit Amenities / Infrastructure	Improvements to bus shelters, lighting, boarding and other passenger amenities.
High Magnitude Transit Amenities / Infrastructure	Parking structure and flyer stop for major regional transit route.
Low Magnitude HOV/BAT Lanes	Transit queue jump for a single intersection.
High Magnitude HOV/BAT Lanes	Completion of HOV system along an interstate.
Low Magnitude Intersections/ITS	Signalization or other ITS investments at a single intersection.
High Magnitude Intersections/ITS	ITS infrastructure on multiple interstates and state routes.

As mentioned previously, the information in the tables above for average emissions by project type, as well as examples of low to high magnitude projects within each category, should be used as a starting point for the evaluation of projects. Additional information should then be taken into account to produce a final air quality score, which is based on the magnitude and timing of emissions reductions for STP and FTA applicants, or cost-effectiveness for CMAQ applicants.

**PSRC'S 2020 FHWA REGIONAL COMPETITION
REGIONAL PROJECT EVALUATION COMMITTEE RECOMMENDATION**

PROJECTS RECOMMENDED FOR FUNDING

Sponsoring Agency	Project Title	Phase(s)	Score	Amount Requested	Amount Recommended	Description
Congestion Mitigation and Air Quality Improvement Program Funding (CMAQ)						
Sound Transit	I-405 Stride BRT	Other	84	\$7,300,000	\$7,300,000	Purchase eight BRT buses for the I-405 Stride BRT service from Lynnwood to Burien.
Sound Transit	Access to Transit with Next Generation ORCA and ORCA LIFT Programs	Other	81	\$4,152,000	\$4,152,000	Project will procure preloaded ORCA Lift cards to assist low-income users, Next Generation ORCA cards for transit agencies to distribute throughout the region, and preloaded Next Generation ORCA cards to distribute to users near new light rail and BRT projects.
Seattle	RapidRide Roosevelt (J-line), Eastlake Segment	Construction	77	\$4,000,000	\$4,000,000	Project will include roadway rechannelization and repaving, protected bike lanes, station platforms and access improvements, and signal upgrades. May also include pedestrian lighting and communication infrastructure.
King County Metro	RapidRide I Line: Speed and Reliability Improvements	Construction	72	\$6,000,000	\$6,000,000	Provide transit speed and reliability improvements for the RapidRide I Line within the City of Renton. Improvements include traffic signal and transit signal prioritization modifications, new and modified BAT lanes, bus queue jumps, and traffic channelization improvements.
Community Transit	Swift Blueline Expansion Buses	Other	71	\$3,200,000	\$3,200,000	Purchase four expansion buses for the Swift Blue Line Expansion Project.
King County Metro	Improving Access to Regional Centers through TDM	Other	67	\$4,100,000	\$4,100,000	This proposal will implement Transportation Demand Management (TDM) strategies to increase transit ridership and promote mode shift from drive-alone trips to support more efficient travel.
Fife	Interurban Trail Extension, Hylebos Creek to Alexander Ave	Construction	38	\$1,020,531	\$1,020,531	Construct a 1.3 mile segment of 12-foot wide separated shared use path to extend the Interurban Trail along the SR 167 Completion Project Alignment from Alexander Ave. E and 8th St. E. Project will include bridge over the Fife Ditch and RRFD-enhanced crossings.
Total CMAQ Recommended					\$29,772,531	

Sponsoring Agency	Project Title	Phase(s)	Score	Amount Requested	Amount Recommended	Description
Surface Transportation Block Grant Program Funding (STP)						
Pierce County	Canyon Road Freight Corridor Improvements, 52nd St E/62nd Ave E to 70th Ave E	Right of Way	75	\$4,000,000	\$4,000,000	Extend Canyon Rd. E from 52nd St. E/ 62nd Ave. E to 70th Ave. E with four lanes and a left-turn lane where appropriate. Remove Milroy Bridge and construct a new grade-separated bridge over Puyallup River. Project includes shared-use path beneath new Puyallup River bridge, bridge over Clarks Creek, curb, gutter, sidewalk, traffic signal improvements, illumination, and storm drainage.
Sumner	Stewart Road Corridor Completion: White River Bridge	Construction	70	\$4,920,000	\$4,920,000	Replace Stewart Road Bridge with a four-lane bridge. The new bridge will include a sidewalk on the south side, a shared use path on the north side with a concrete barrier for separation.
Bothell	Bothell Way Improvement Phase 1	Right of Way	69	\$4,900,000	\$4,900,000	Mobility improvements along Bothell Way NE between NE 191st St. and Reder Way. The scope includes widening the road to 5 lanes, signal improvements, protected bicycle lanes, sidewalks, transit prioritization signals, transit stop amenities, utility work, illumination, and storm drainage.
Kirkland*	108th Avenue NE Transit Queue Jumps – Phases 1 & 2	PE/Design	68	\$2,000,000	\$1,500,000	Widen 108th Ave. NE to add a northbound bus lane from NE 62nd St. to NE 68th St. and from NE 53rd St. to NE 60th St. Install a new traffic signal at NE 60th St. / 108th Ave. NE. Improve signalization at two intersections and upgrade bike/ped facilities on east side of 108th Ave. NE.
Lynnwood	42nd Ave W Improvements	Right of Way	65	\$3,000,000	\$3,000,000	Construct new grid street in the Regional Growth Center from Alderwood Mall Blvd. to 194th St. SW. The cross section will include two lanes, sharrows, street parking on both sides of the street, sidewalks, traffic signals, lighting, streetscaping and urban design features.
Kitsap Transit*	Southworth Terminal Redevelopment Project	PE/Design	54	\$3,000,000	\$2,250,000	Extend the service life of the Southworth Ferry Terminal by replacing the timber trestle with concrete and steel, dock and transer span; constructing a new shoreside terminal building; providing shoreside electrification infrastructure; adding a new berthing facility; and upgrading pedestrian facilities.
		Total STP Recommended			\$20,570,000	
* These sponsors voluntarily reduced their funding requests.				GRAND TOTAL	\$ 50,342,531	

* These sponsors voluntarily reduced their funding requests.

RECOMMENDED PRIORITIZED CONTINGENCY LIST					
Sponsoring Agency	Project Title	Phase(s)	Score	Amount Requested	Description
Congestion Mitigation and Air Quality Improvement Program Funding (CMAQ)					
WSF	Phase 2 of the Hybrid Electric Ferry Conversion Project	Construction	64	\$6,000,000	The project will allow ship-to-shore charging interface and install shore-side improvements to support charging stations at the Seattle and Bainbridge Island terminals.
King County Metro	On-Demand Feeder-to-Fixed Route Connections to Transit Program	Other	53	\$3,000,000	Metro will contract with a service provider to provide on-demand feeder-to-fixed route (F2FR) service for two years at three newly expanded transit hubs located in Regional Centers: Federal Way Transit Center, Overlake Village Station, and Auburn Transit Center. Customers within a two-mile radius of these transit centers will be able to request rides, get picked up within 15 minutes, and rideshare to and from the transit hub and destinations within the service area.
Surface Transportation Block Grant Program Funding (STP)					
Bothell	Bothell Way Improvement Phase 2	Right of Way	69	\$1,650,000	Mobility improvements along Bothell Way NE between 240th St. SE and the County Line. The scope includes widening the road to 5 lanes, signal improvements, protected bicycle lanes, sidewalks, transit priority signals, transit stop amenities, utility work, illumination, and storm drainage.
Tacoma	Prairie Line Trail Phase II	Construction	65	\$4,400,000	Construct a shared use path between S 21st St. and S 25th St. to complete the last unfinished segment of the Prairie Line Trail. The project will also include wayfinding, landscaping, and crossing treatments at intersections.
Shoreline	SR 523 (N/NE 145th Street) & I-5 Interchange	Construction	62	\$4,920,000	Construct multi-lane roundabout intersections at the I-5 southbound ramp terminals and NE 145th St. and 5th Ave. NE. Rechannelize the existing NE 145th Street overpass to accommodate an 11-foot and a 12-foot vehicle lane in both directions, a 3-foot median, and a buffered 9-foot bicycle lane on the north side of the overpass.

Sponsoring Agency	Project Title	Phase(s)	Score	Amount Requested	Description
Renton	Rainier Avenue South Corridor Improvements Phase 4B	Construction	61	\$4,920,000	Construct improvements along Rainier Ave. S between S. Tobin St. and NW 3rd Pl. Project will widen sidewalks with streetscaping, upgraded traffic signal timing and coordination, access management, installation of a HAWK signal, transit facility upgrades, and landscaped buffers and medians. Project will also construct a segment of the Lake Washington Loop Trail from Airport Way to NW 3rd Pl.
Fife	Port of Tacoma Road Phase 2b: 20th Street East	Construction	60	\$4,600,000	Widen and improve 20th St. E. and the intersections at Port of Tacoma Rd, 34th Ave. E, and Industry Dr. E with new signals and pedestrian crossings.
Kent	76th Avenue South - North Segment	Construction	60	\$3,480,000	Construct road and drainage improvements along 76th Ave. S. from S. 212th St. to 1,000 feet south of S. 212th St. The project includes raising the existing road to prevent flooding; a full width overlay, concrete curb, gutter, sidewalk, 5-foot paved shoulder, street lighting, storm drainage, and channelization.
Shoreline	SR 523, I-5 to Corliss Avenue N	Construction	60	\$4,920,000	Project provides improvements along SR 523 from 3rd Ave. NE to Corliss Ave. NE. Improvements include signal improvements, channelization, traffic signal timing, shared-use path buffer, ADA curb ramps, utility relocation, and pedestrian lighting.
Snohomish County	Alderwood Mall Parkway 168th St SW - SR 525	Construction	54	\$4,500,000	Widen Alderwood Mall Parkway to five lanes from 168th St SW to the SR 525 ramps. ADA compliant sidewalks will be provided on both sides of the parkway and protected bicycle lanes will be installed on the east side of the parkway and striped on the west.
Marysville	156th St NE Corridor Improvements	Construction	48	\$1,003,412	Widen 156th St. NE from 3 lanes to 5 lanes from Smokey Pt. Blvd. to west of Hayho Creek. The project will also include, curb, gutter, landscape strip, sidewalk, stormwater conveyance, illumination, signage, and pavement markings. Northside sidewalk will be widened for shared use path.
Kent	South 218th Street/98th Avenue South from 94th Place South to South 216th Street	Construction	46	\$4,915,680	Widen S. 218th Street/98th Avenue S. from 94th Pl. S. to S. 216th St. to three lanes and include paving, concrete curbs, gutters, sidewalks, five-foot paved shoulders, street lighting, storm drainage, landscaping, utilities, and channelization.

Sponsoring Agency	Project Title	Phase(s)	Score	Amount Requested	Description
Arlington	169th St NE Connecting Segment	Construction	43	\$2,650,000	Filling road network gap with a new segment of 169th St. between 40th Ave. and 43rd Ave. Project includes 1,659 linear feet of two-lane roadway, sidewalk, 12-foot wide multi-use path, relocation of detention ponds, drainage, and lighting.
Kitsap County	SR 104 Realignment - Kingston Phase 1	Construction	39	\$4,909,460	Provide two eastbound and one or two westbound lanes from the WSF loading area to Iowa Ave. Sidewalks and intersection improvements along Iowa Ave. Stormwater, illumination, restriping, and signage along Main St. to allow two-way traffic. Bike lanes, restriping, signal work along SR104. Ferry toll booth relocation.
Port of Bremerton	Airport Way Phase 2-2 (Construction)	Construction	35	\$2,942,656	Construct a two-lane roadway with 5-foot bicycle lanes and 3-foot shoulders between Old Clifton Rd. and the south end of the Bremerton National Airport. Project includes a separated 5-foot pedestrian path, stormwater swales, and wildlife fence.
Bainbridge	Bainbridge - Sound to Olympics Trail - High School Rd to Madison Ave North	Preliminary Engineering / Design & Construction	30	\$2,545,000	Extend the Sound to Olympics Trail about a mile along SR305 from High School Road Rd. to Madison Ave.
Federal Way	SW King County Regional Trail Plan	Planning	19	\$250,000	Develop a SW King County Regional Trail Plan to identify the regional trail connections between SW King County agencies and north Pierce County agencies and their associated regional growth centers.

COUNTYWIDE RECOMMENDATIONS FOR PSRC'S FFY 2023-2024 FHWA

Note: project descriptions for each recommended project will be provided on PSRC's website at <https://www.psrc.org/our-work/funding/project-selection/fhwa-and-fta-regional-funding>.

KING COUNTY PROJECTS RECOMMENDED FOR FUNDING					
LARGE JURISDICTION PROGRAM					
Sponsor	Title	Funding Source	Amount	Score (out of 100)	Phase(s)
Seattle	West Seattle Bridge Replacement	STP	\$4,900,000	82	Preliminary Engineering/Design
Seattle	Core Transportation Demand Management Expansion in Seattle	CMAQ	\$3,820,000	75	Construction, Other
Tukwila	South King County TDM	CMAQ	\$450,000	77	Other
Bellevue	120th Avenue NE (Stage 4) - NE 16th Street to Northup Way Multimodal Corridor Completion	STP	\$1,455,600	70	Preliminary Engineering/Design
Shoreline	SR 523 (N/NE 145th Street) & I-5 Interchange	STP	\$4,920,000	67	Construction
Renton	Rainier Ave S Corridor Improvements - Phase 4B	STP	\$4,793,000	66	Construction
Seattle	Northgate to Downtown Transit improvements	CMAQ	\$1,000,000	73	Preliminary Engineering/Design
Seattle	23rd Ave Bus Rapid Transit (U-District to Rainier Valley)	CMAQ	\$1,153,000	67	Construction
Seattle	Downtown Seattle Bike Network	CMAQ	\$1,900,000	65	Preliminary Engineering/Design, Construction
SeaTac	34th Ave S Phase 2	CMAQ	\$741,100	67	Preliminary Engineering/Design
Issaquah	Newport Way NW Improvement Project - SR 900 to SE 54th Street	STP	\$2,200,000	57	Right of Way
Subtotal:			\$27,332,700		
SMALL JURISDICTION PROGRAM					
Sponsor	Title	Funding Source	Amount	Score (out of 100)	Phase(s)
Milton	Interurban Trail Connection: Milton to Edgewood/King to Pierce	CMAQ	\$410,875	40	Preliminary Engineering/Design, Right of Way
North Bend	North Bend 202/Mt Si Roundabout	STP	\$1,380,610	48	Preliminary Engineering/Design
Subtotal:			\$1,791,485		
RURAL PROGRAM					
Sponsor	Title	Funding Source	Amount	Score (out of 100)	Phase(s)
King County	SE Green Valley Rd and 218th Ave SE Intersection Improvement	STP	\$643,875	38	Preliminary Engineering/Design, Right of Way
Subtotal:			\$643,875		
ALL OTHERS PROGRAM					
Sponsor	Title	Funding Source	Amount	Score (out of 100)	Phase(s)
King County - Metro	Increasing Student and Family Access to Regional Travel Options through Transportation Demand Management	CMAQ	\$2,000,000	66	Other
King County - Metro	On-Demand Feeder-to-Fixed Route Connections to Transit Program	CMAQ	\$2,000,000	53	Other
Subtotal:			\$4,000,000		
NONMOTORIZED PROGRAM					
Sponsor	Title	Funding Source	Amount	Score (out of 100)	Phase(s)
Federal Way	Pacific Highway Non-Motorized Corridor - 16th Ave S (S 308th St to S 288th St)	CMAQ	\$725,000	70	Right of Way
Seattle	Georgetown to South Park Connection	STP	\$1,500,000	67	Construction

NONMOTORIZED PROGRAM					
Sponsor	Title	Funding Source	Amount	Score (out of 100)	Phase(s)
Bellevue	Eastrail to NE Spring Boulevard Trail Link	STP	\$1,282,600	65	Preliminary Engineering/Design
Renton	South 7th Street Corridor Improvements	STP	\$1,450,000	62	Construction
Redmond	156th Avenue Shared Use Path	STP	\$700,000	61	Preliminary Engineering/Design
King County - Metro	Safe Routes to Transit: RapidRide I Line	STP	\$1,250,198	61	Preliminary Engineering/Design, Construction
Kirkland	Kirkland Neighborhood Greenway: Stores to Shores	STP	\$1,608,900	53	Construction
Subtotal:			\$8,516,698		
PRESERVATION PROGRAM					
Sponsor	Title	Funding Source	Amount	Score (out of 100)	Phase(s)
Seattle	15th Ave NW Preservation	STP	\$1,500,000	95	Construction
Bothell	NE 195th St. Overlay	STP	\$970,000	93	Construction
WSDOT	SR 99/SR 516 Vic to S 200th St - Paving & ADA Compliance	STP	\$1,470,000	93	Preliminary Engineering/Design, Construction
Kent	South 212th Street Preservation (Green River Bridge to Orillia Rd/Kent City Limits)	STP	\$1,500,000	92	Construction
Auburn	C Street SW Preservation	STP	\$1,118,272	91	Construction
Bothell	NE 160th St. Overlay	STP	\$625,000	91	Construction
Federal Way	Military Road South Preservation Project	STP	\$600,000	90	Construction
Redmond	Avondale Road Preservation	STP	\$1,426,000	90	Preliminary Engineering/Design, Construction
Redmond	West Lake Sammamish Parkway Preservation	STP	\$1,436,000	90	Preliminary Engineering/Design, Construction
Newcastle	2024 Newcastle Pavement Overlay Program	STP	\$600,000	88	Preliminary Engineering/Design, Construction
Subtotal:			\$11,245,272		
KING COUNTY RECOMMENDED PROJECTS TOTAL:			\$53,530,030		

KING COUNTY PRIORITIZED CONTINGENCY LIST

LARGE JURISDICTION PROGRAM						
Sponsor	Title	Funding Source	Contingency Amount	STP Score (out of 100)	CMAQ Score (out of 100)	Phase(s)
Bellevue	Mountains to Sound Greenway Trail: 136th Place SE to 142 Place SE	STP	\$4,300,000	64	52	Construction
Federal Way	Adaptive Traffic Signal Control - City Center - Phase 2	CMAQ	\$600,000	63	74	Construction
Renton	NE Sunset Blvd (SR 900) Corridor Improvements	STP	\$3,150,000	63	60	Right of Way
Shoreline	SR 523, I-5 to Corliss	STP	\$4,920,000	60	49	Construction
Redmond	70th Street Extension	STP	\$2,700,000	59	39	Construction
Tukwila	South 42nd Ave Bridge Replacement	STP	\$1,500,000	59	N/A	Preliminary Engineering/Design, Right of Way
Seattle	Downtown Seattle Bike Network	CMAQ	\$3,020,000	58	65	Preliminary Engineering/Design, Construction
Auburn	A Street Loop	STP	\$1,125,000	58	N/A	Construction
Kent	South 218th Street/98th Avenue South from 94th Place South to South 216th Street	STP	\$4,915,680	54	N/A	Construction
Covington	SR 516 and Covington Way Intersection Improvements	STP	\$1,069,000	53	51	Right of Way, Other
North Bend	Bendigo Blvd N/W 4th St Roundabout	STP	\$3,101,000	53	40	Preliminary Engineering/Design, Right of Way

Sponsor	Title	Funding Source	Contingency Amount	STP Score (out of 100)	CMAQ Score (out of 100)	Phase(s)
Sammamish	Issaquah-Fall City Road Project, Phase 2	STP	\$3,500,000	53	N/A	Construction
Kent	76th Avenue South - North Segment	STP	\$3,480,000	52	N/A	Construction
Auburn	Auburn Way S (SR 164) Widening (Hemlock to Poplar)	STP	\$4,500,000	50	N/A	Construction
Covington	SR516 - 185th to 192nd CIP1128	STP	\$1,084,233	50	N/A	Right of Way
Black Diamond	SR 169 Corridor & Intersection Improvements	STP	\$3,000,000	49	34	Construction
Pacific	West Valley Highway Reconstruction	STP	\$4,920,000	47	N/A	Construction
King County	S 360th St at Military Rd S Intersection Improvement	STP	\$2,703,125	46	45	Construction, Other
King County	Issaquah-Hobart and May Valley Intersection Improvement	STP	\$3,920,180	40	N/A	Construction, Other
King County	NE Woodinville Duvall Rd and W Snoqualmie Valley Rd Intersection Improvement	STP	\$1,643,500	39	N/A	Preliminary Engineering/Design, Right of Way
ALL OTHERS PROGRAM						
Sponsor	Title	Funding Source	Contingency Amount	STP Score (out of 100)	CMAQ Score (out of 100)	Phase(s)
King County - Metro	Mobility Hub Transformation at Existing Transit Centers	CMAQ	\$2,900,000	59	40	Preliminary Engineering/Design, Construction
WSDOT	King County Traffic Buster 2	STP	\$540,000	37	N/A	Construction
NONMOTORIZED PROGRAM						
Sponsor	Title	Funding Source	Contingency Amount	STP Score (out of 100)	CMAQ Score (out of 100)	Phase(s)
Seattle	Beacon Ave Non-Motorized Access	STP	\$2,000,000	71	70	Construction
Redmond	Redmond Central Connector Phase 3	STP	\$2,130,000	66	64	Construction
Seattle	Martin Luther King Jr Way Protected Bike Lane	STP	\$1,800,000	66	64	Construction
King County - Metro	Safe Routes to Transit: RapidRide I Line	STP	\$879,802	61	N/A	Preliminary Engineering/Design, Construction
Kent	Meet Me on Meeker - Transit and Non-Motorized Intersection Improvements at W Meeker Street and 64th Avenue South	CMAQ	\$2,130,000	57	48	Preliminary Engineering/Design, Construction
Shoreline	5th Ave/Trail Along the Rail Improvements	STP	\$1,000,000	56	58	Construction
Shoreline	145th Street Off-Corridor Bike Network	STP	\$659,004	55	58	Construction
Auburn	Auburn Way S - Southside Sidewalk Improvements	STP	\$680,000	52	44	Preliminary Engineering/Design, Construction
King County	Renton Avenue South Sidewalks - Phase III	STP	\$1,903,000	51	44	Construction
WSDOT	SR 900/68th Ave S Vicinity - Pedestrian Safety Phase 2	STP	\$500,000	45	41	Construction
Kenmore	61st Avenue Sidewalks	STP	\$1,020,700	45	38	Preliminary Engineering/Design, Construction
Lake Forest Park	37th Avenue NE Sidewalk (165th to 178th)	CMAQ	\$153,105	44	42	Preliminary Engineering/Design
Lake Forest Park	LFP Elementary Sidewalk Improvements	CMAQ	\$200,680	41	39	Preliminary Engineering/Design
PRESERVATION PROGRAM						
Sponsor	Title	Funding Source	Contingency Amount	STP Score (out of 100)	CMAQ Score (out of 100)	Phase(s)
Seattle	Denny Way Preservation	STP	\$1,500,000	88	N/A	Construction
Auburn	A Street SE Preservation (37th St SE to Lakeland Hills Wy)	STP	\$866,130	87	N/A	Construction
Bellevue	NE 4th Street Preservation	STP	\$1,087,200	85	N/A	Construction
Kent	East Valley Highway Preservation (S 212th St to S 196th St)	STP	\$1,500,000	85	N/A	Construction

Sponsor	Title	Funding Source	Contingency Amount	STP Score (out of 100)	CMAQ Score (out of 100)	Phase(s)
Renton	Oakesdale Ave SW Preservation Project	STP	\$1,500,000	85	N/A	Construction
North Bend	North Bend Way	STP	\$1,450,000	83	N/A	Construction
Bellevue	SE 26th Street / Kamber Road / SE 16th Street Preservation	STP	\$1,408,700	81	N/A	Construction
Snoqualmie	Snoqualmie Parkway Rehabilitation (Preservation)	STP	\$1,200,000	81	N/A	Construction
Kirkland	Central Way Preservation	STP	\$1,296,000	79	N/A	Construction
Shoreline	Greenwood Avenue N Preservation	STP	\$298,000	79	N/A	Preliminary Engineering/Design, Construction
Shoreline	155th Street, Midvale Avenue N to Meridian Avenue N Preservation	STP	\$531,000	78	N/A	Preliminary Engineering/Design, Construction
Kenmore	73rd Ave NE Overlay	STP	\$746,950	56	N/A	Preliminary Engineering/Design, Construction
King County	Orillia Road South Preservation	STP	\$1,297,500	54	N/A	Construction

KITSAP COUNTY PROJECTS RECOMMENDED FOR FUNDING

Note: projects are shown in alphabetical order by sponsor, since some projects fall under multiple categories (general project, nonmotorized set-aside, preservation set-aside, rural, etc.).

Sponsoring Agency	Project Title	Funding Source	Amount	Score* (out of 100)	Phase(s)
Bainbridge Island	Winslow to Eagledale Bicycle Improvements	STP	\$735,000	N/A	Construction
Bremerton	6th Street Preservation - Phase 3 Naval Ave to Warren	STP	\$1,772,838	N/A	Preliminary Engineering/Design, Construction
Kitsap County	Fairgrounds Road Complete Streets	STP	\$2,300,000	N/A	Construction
Kitsap County	STO - Port Gamble Trail A & B1 (minus B2&D)	STP	\$1,992,162	N/A	Construction
Kitsap Transit	SR16 Park & Ride	STP	\$1,700,000	N/A	Right of Way
Poulsbo	Noll Corridor - North Segment (road segment)	STP	\$1,070,000	N/A	Construction

Subtotal: \$ 9,570,000

KITSAP COUNTY RECOMMENDED PROJECTS TOTAL: \$ 9,570,000

KITSAP COUNTY PRIORITIZED CONTINGENCY LIST

Sponsoring Agency	Project Title	Funding Source	Contingency Amount	Score* (out of 100)	Phase(s)
Port of Bremerton	Airport Industrial Way Phase 2-2	STP	\$2,942,656	N/A	Construction
Kitsap County	SR 104 Realignment - Kingston Phase 1	STP	\$4,909,460	N/A	Construction
Kitsap County	SR 104 Realignment - Kingston Phase 2	STP	\$2,363,230	N/A	Construction
Kitsap County	North STO Trail Planning Study	STP	\$350,000	N/A	Planning
Kitsap Transit	Port Orchard Transit Center	STP	\$750,000	N/A	Planning
Poulsbo	Noll Corridor - North Segment (shared use segment)	STP	\$1,000,000	N/A	Construction
Kitsap County	STO - Port Gamble Trail B2 & D (minus A&B1)	STP	\$668,000	N/A	Construction
Bremerton	Kitsap Way - Northlake Way to SR3	STP	\$524,190	N/A	Planning
Kitsap Transit	Gateway Center	STP	\$3,500,000	N/A	Construction
Sponsoring Agency	Project Title	Funding Source	Contingency Amount	Score* (out of 100)	Phase(s)
Kitsap County	County Paver Bundle	STP	\$1,001,873	N/A	Construction
Bainbridge Island	Blakely to Lynwood	STP	\$1,150,000	N/A	Preliminary Engineering/Design, Construction
Bainbridge Island	Rolling Bay Bicycle & Ped Improvements	STP	\$1,426,000	N/A	Preliminary Engineering/Design, Construction

* Kitsap County uses an alternate scoring methodology involving High, Medium and Low summaries per each evaluation criteria, rather than numeric scores out of 100.

PIERCE COUNTY PROJECTS RECOMMENDED FOR FUNDING					
ROADWAY					
Sponsoring Agency	Project Title	Funding Source	Amount	Score (of 100)	Phase(s)
Pierce County	Canyon Rd. E. (84th St. E. to 72 St. E.)	STP	\$2,500,000	60	Construction
University Place	67th Avenue Phase 2	STP	\$2,350,000	54	Construction
Tacoma	Water Ditch Trail Phase IIIB	STP	\$3,316,860	50	Construction
Subtotal:			\$8,166,860		
NONMOTORIZED					
Sponsoring Agency	Project Title	Funding Source	Amount	Score (of 100)	Phase(s)
University Place	35th Street Phase 2	STP	\$2,125,000	70	Construction
Tacoma	Water Ditch Trail Phase IIIA	CMAQ	\$2,273,631	60	Construction
Sumner	Fryar Avenue Shared Use Trail	CMAQ	\$655,143	59	Right of Way
Fircrest	Emerson West Sidewalk Development	STP	\$387,753	39	Preliminary Engineering/Design, Construction
Subtotal:			\$5,441,527		
RURAL					
Sponsoring Agency	Project Title	Funding Source	Amount	Score (of 100)	Phase(s)
Pierce County	Patterson Rd E - Culvert Replacement - 212 Av E (MP 0.10) to MP 0.20	STP	\$560,000	40	Construction
Subtotal:			\$560,000		
OTHER					
Sponsoring Agency	Project Title	Funding Source	Amount	Score (of 100)	Phase(s)
Pierce County	Strengthening Countywide Mobility with Transportation Demand Management	CMAQ	\$862,113	73	Planning
Subtotal:			\$862,113		
TRANSIT					
Sponsoring Agency	Project Title	Funding Source	Amount	Score (of 100)	Phase(s)
Pierce Transit	Clean Fuels Bus Replacement/Expansion	CMAQ	\$1,871,113	48	Other
Subtotal:			\$1,871,113		
PRESERVATION					
Sponsoring Agency	Project Title	Funding Source	Amount	Score (of 100)	Phase(s)
Pierce County	Canyon Rd E Asphalt Overlay	STP	\$750,000	60	Construction
Lakewood	South Tacoma Way - 96th to Steilacoom Blvd Overlay	STP	\$750,000	53	Preliminary Engineering/Design, Construction
Auburn	Lake Tapps Pkwy/Sumner-Tapps Highway E Preservation	STP	\$750,000	49	Construction
Sponsoring Agency	Project Title	Funding Source	Amount	Score (of 100)	Phase(s)
DuPont	Center Drive Overlay Phase 4a	STP	\$570,485	45	Preliminary Engineering/Design, Construction
Tacoma	E Portland Ave (64-72) Overlay	STP	\$57,642	45	Preliminary Engineering/Design
Puyallup	Valley Ave NW Overlay - Phase 1	STP	\$750,000	44	Preliminary Engineering/Design, Construction
Steilacoom	Old Military Road Pavement Preservation	STP	\$750,000	44	Construction
Fircrest	Regents West Overlay	STP	\$70,260	35	Preliminary Engineering/Design
Subtotal:			\$4,448,387		
PIERCE COUNTY RECOMMENDED PROJECTS TOTAL:			\$21,350,000		

PIERCE COUNTY PRIORITIZED CONTINGENCY LIST					
ROADWAY					
Sponsoring Agency	Project Title	Funding Source	Contingency Amount	Score (of 100)	Phase(s)
Pierce County	112th St. S. (C St. S. to A St. S.)	STP	\$1,560,000	48	Construction
Lakewood	South Tacoma Way - 88th to North City Limits	STP	\$2,550,000	45	Construction
Lakewood	Steilacoom Blvd. SW Improvements: 83rd Av. SW to Weller Rd. SW	STP	\$2,263,380	43	Construction
Puyallup	23rd Ave SE, Meridian to 9th	STP	\$4,400,000	38	Construction
Sumner	166th Widening and Intersection Improvements	STP	\$2,690,150	38	Preliminary Engineering/Design, Right of Way
Sumner	Main St and Wood Ave Intersection Improvements	STP	\$1,330,000	38	Construction
University Place	Chambers Creek Road Roundabout	STP	\$425,000	38	Preliminary Engineering/Design, Right of Way
Orting	Whitehawk Boulevard Extension	STP	\$769,850	34	Right of Way
Puyallup	9th St SW; 15th to 31st Widening	STP	\$592,300	34	Planning
Lakewood	Gravelly Lake Non-Motorized Trail Phase 2	STP	\$554,292	33	Preliminary Engineering/Design
Lakewood	100th ST SW - Lakeview Ave SW to South Tacoma Way	STP	\$742,274	31	Preliminary Engineering/Design, Right of Way
Edgewood	Chrisella Road Improvements	STP	\$4,273,100	29	Preliminary Engineering/Design, Construction
Edgewood	Edgewood Dr. East Improvements	STP	\$562,250	26	Preliminary Engineering/Design
Puyallup	Fruitland & 7th Ave SW Intersection Improvement	STP	\$1,577,000	26	Preliminary Engineering/Design, Construction
NONMOTORIZED					
Sponsoring Agency	Project Title	Funding Source	Contingency Amount	Score (of 100)	Phase(s)
Fife	Interurban Trail Extension - Hylebos Creek to Alexander Avenue	CMAQ	\$1,020,531	53	Construction
Puyallup	Riverwalk Trail Phase 5	STP	\$1,975,000	49	Preliminary Engineering/Design, Construction
Pierce County	168 ST E	STP	\$945,000	48	Preliminary Engineering/Design, Right of Way
Sumner	Rivergrove Community Pedestrian Bridge	CMAQ	\$4,000,000	41	Construction
Sponsoring Agency	Project Title	Funding Source	Contingency Amount	Score (of 100)	Phase(s)
Puyallup	Wildwood Park Drive Sidewalks; 31st to 26th	STP	\$907,500	36	Preliminary Engineering/Design, Construction
Milton	Milton Way Missing Links	STP	\$253,445	30	Preliminary Engineering/Design, Construction
Milton	27th Ave Missing Link	STP	\$181,650	26	Preliminary Engineering/Design, Construction
OTHER					
Sponsoring Agency	Project Title	Funding Source	Contingency Amount	Score (of 100)	Phase(s)
Tacoma	South Sound Freight Priority Modeling and Capital Planning	STP	\$765,000	47	Planning

TRANSIT					
Sponsoring Agency	Project Title	Funding Source	Contingency Amount	Score (of 100)	Phase(s)
Pierce Transit	Clean Fuels Bus Replacement/Expansion	CMAQ	\$960,000	48	Other
PRESERVATION					
Sponsoring Agency	Project Title	Funding Source	Contingency Amount	Score (of 100)	Phase(s)
University Place	Grandview Drive Overlay	STP	\$731,000	52	Preliminary Engineering/Design, Construction
Edgewood	48th St E Preservation	STP	\$650,000	42	Construction
Fife	North Levee Rd 70th to Freeman Rd	STP	\$412,400	35	Construction
Fircrest	Regents West Overlay	STP	\$655,756	35	Construction
Fife	20th St E 64th Ave to Vic 70th Ave E	STP	\$337,600	34	Construction
Buckley	112th Street E Pavement Preservation	STP	\$738,936	29	Construction
SNOHOMISH COUNTY PROJECTS RECOMMENDED FOR FUNDING					
CMAQ Funding					
Sponsoring Agency	Project Title	Funding Source	Amount	Score (of 100)	Phase(s)
Lynnwood	Scriber Cr. Trail	CMAQ	\$1,000,000	74	Construction
Community Transit	Swift BRT	CMAQ	\$1,000,000	73	Other
Edmonds	SR 104 ITS Adaptive System from 226th St SW to 236th St SW	CMAQ	\$287,000	70	Preliminary Engineering/Design
Marysville	53rd Ave NE & 61st Intersection & Multi-Use Path Improvements	CMAQ	\$655,419	65	Construction
Monroe	179th Ave/147th St Signal	CMAQ	\$665,000	60	Construction
Everett	100th St SW	CMAQ	\$900,000	59	Right of Way
Mount Lake Terrace	Veterans Memorial Park Trail Light Rail Access	CMAQ	\$577,581	58	Construction
WSDOT	Snohomish County Traffic Buster	CMAQ	\$135,000	58	Construction
Subtotal:			\$5,220,000		
STP Funding					
Sponsoring Agency	Project Title	Funding Source	Amount	Score (of 100)	Phase(s)
Snohomish County	Alderwood Mall Parkway - 168th St SW to SR 525	STP	\$2,580,000	81	Construction
Edmonds	76th Ave W @220th St SW Intersection	STP	\$387,500	71	Right of Way
Port of Everett	SR529/Marine View Dr Bulkhead	STP	\$1,500,000	63	Construction
Lake Stevens	Main St Improvements (16th St NE to 20th St NE)	STP	\$2,580,000	63	Construction
Marysville	156th St NE Corridor Improvements	STP	\$1,003,412	59	Construction
Bothell	North Creek Trail - Section 4 Phase 2	STP	\$1,650,000	57	Construction
Arlington	74th Ave Trail Segment	STP	\$525,000	52	Construction
Subtotal:			\$10,225,912		
PRESERVATION Funding					
Sponsoring Agency	Project Title	Funding Source	Amount	Score (of 100)	Phase(s)
Bothell	228th St. Overlay	STP	\$750,000	99	Construction
Lynnwood	Alderwood Mall Parkway Pavement Preservation	STP	\$750,000	95	Construction
Edmonds	Main Street Overlay from 6th Ave to 8th Ave	STP	\$750,000	91	Preliminary Engineering/Design, Construction
Mukilteo	47th Pl W Pavement Preservation	STP	\$750,000	81	Preliminary Engineering/Design, Construction
Snohomish County	Rural Roads Preservation - Pioneer Hwy	STP	\$750,000	80	Construction
Everett	Everett Overlay	STP	\$484,088	67	Construction
Subtotal:			\$4,234,088		
SNOHOMISH COUNTY RECOMMENDED PROJECTS TOTAL:			\$19,680,000		

SNOHOMISH COUNTY PRIORITIZED CONTINGENCY LIST					
CMAQ Funding					
Sponsoring Agency	Project Title	Funding Source	Contingency Amount	Score (of 100)	Phase(s)
Edmonds	76th Ave W @220th St SW Intersection	CMAQ	\$387,500	72	Right of Way
Snohomish County	North Creek Trail - Phase 2	CMAQ	\$1,310,000	69	Construction
Edmonds	Highway 99 Revitalization 220th St SW to 224th St SW	CMAQ	\$1,310,000	66	Preliminary Engineering/Design
Lake Stevens	Main St Improvements (16th St NE to 20th St NE)	CMAQ	\$1,310,000	64	Construction
Bothell	North Creek Trail - Section 4 Phase 2	CMAQ	\$1,310,000	57	Construction
Arlington	Smokey Point Roundabout	CMAQ	\$1,310,000	57	Construction
Arlington	74th Ave Trail Segment	CMAQ	\$525,000	56	Construction
Everett	Fulton St Bicycle Pedestrian Corridor	CMAQ	\$1,000,000	54	Preliminary Engineering/Design, Construction
STP Funding					
Sponsoring Agency	Project Title	Funding Source	Contingency Amount	Score (of 100)	Phase(s)
Snohomish County	43rd Ave SE/Sunset Blvd: SR 524 to 180th St SE	STP	\$2,580,000	72	Construction
Snohomish County	36th/35th Ave W Phase 1	STP	\$2,580,000	70	Construction
Snohomish County	North Creek Trail - Phase 2	STP	\$2,580,000	69	Construction
Bothell	228th St Widening SE from 35th Ave SE to 39th Ave SE Widening	STP	\$504,875	65	Right of Way
Arlington	Smokey Point Roundabout	STP	\$2,305,573	59	Construction
Everett	100th St SW	STP	\$1,000,000	58	Right of Way
Mount Lake Terrace	Veterans Memorial Park Trail Light Rail Access	STP	\$810,000	58	Construction
Bothell	Bothell Way NE Improvement - Phase 2	STP	\$1,650,000	70	Right of Way
Snohomish County	Richardson Cr Bridge Replacement	STP	\$1,500,000	56	Construction
Arlington	74th Ave Trail Segment	STP	\$525,000	52	Construction
Everett	Fulton St Bicycle Pedestrian Corridor	STP	\$1,000,000	49	Preliminary Engineering/Design, Construction
Mukilteo	Chennault Beach Road	STP	\$365,030	46	Preliminary Engineering/Design, Right of Way
PRESERVATION					
Sponsoring Agency	Project Title	Funding Source	Contingency Amount	Score (of 100)	Phase(s)
WSDOT	SR 99/208th St SW to SR 525 I/C Vic - Paving and ADA Compliance	STP	\$750,000	96	Preliminary Engineering/Design, Construction
Marysville	67th Ave NE Overlay	STP	\$449,117	73	Construction
Arlington	67th Ave - Ph2 Pavement Preservation	STP	\$750,000	59	Construction

**PSRC's 2020 FTA REGIONAL COMPETITION
TRANSPORTATION OPERATORS COMMITTEE RECOMMENDATION**

PROJECTS RECOMMENDED FOR FUNDING

Sponsor	Title	Phase(s)	Score (out of 100)	Amount Requested	Amount Recommended	Description
Sound Transit	Buses for the New SR 522/NE 145th Bus Rapid Transit Service	Other	85	\$7,000,000	\$6,272,690	This project will purchase battery electric high capacity transit buses to support Sound Transit's new Bus Rapid Transit (BRT) Stride service that will connect the communities of Shoreline, Seattle, Lake Forest Park, Kenmore, Bothell, and Woodinville along NE 145th/522. This new service offers 8 miles of bus service connecting to Link light rail at Shoreline South/145th and I-405 BRT in Bothell, as well as connections to other transit service provided by Community Transit and King County Metro. The original project request was to purchase six buses. Since the recommended amount of funding for this project is lower than the amount requested, Sound Transit will use the recommended funds to purchase five buses. The remaining funds were placed on the contingency list and will be used to purchase one additional bus for this project phase.
Sound Transit	South Renton Transit Center	Construction	79	\$7,000,000	\$7,000,000	This project will construct a new South Renton Transit Center and 700-stall parking garage; transit signal prioritization; bus-only lanes; and bicycle and pedestrian amenities to support access to Sound Transit's I-405 Stride BRT service; King County Metro's RapidRide service, and local bus service. The I-405 BRT south line, which includes the South Renton Transit Center, connects five cities and four Regional Growth Centers along I-405 and SR 518 from Bellevue to Burien.
Community Transit	Swift Orange Line EDCC Transit Center	Construction	69	\$4,088,240	\$4,088,240	This project request is for construction of the Edmonds Community College Transit Center, which will be the western terminus for Community Transit's Swift BRT Orange Line. The proposed terminus will include one Swift boarding station, one Swift drop-off station, one Swift layover area, and approximately four local boarding zones. The local boarding zones will have a pedestrian platform, shelters, driver restroom, lighting, sidewalk, landscaping, and modifications to the existing Edmonds Community College parking lot immediately adjacent to the new terminus.
Kitsap Transit	Passenger-Only Ferry Terminal Docking Facility on the Seattle Waterfront	Preliminary Engineering / Design	69	\$2,500,000	\$2,500,000	The project includes planning, environmental planning/permitting, and the preliminary engineering phases necessary to construct a new passenger-only ferry (POF) docking facility in Seattle, which will provide added capacity for both new and existing POF services. This funding opportunity will be used to conduct more detailed terminal planning and preliminary engineering design, building upon the findings of the Seattle Terminal Alternatives Analysis, as well as to support the necessary environmental permitting efforts and any related construction permitting requirements.

Sponsor	Title	Phase(s)	Score (out of 100)	Amount Requested	Amount Recommended	Description
City of Seattle	Northgate to Downtown Transit improvements	Construction	68	\$3,000,000	\$3,000,000	This project will construct transit spot improvements and multimodal corridor improvements along King County Metro Route 40, including bus priority lanes at pinch points; traffic signal optimization at intersections; bus stop rebalancing; conversion of bus stops at approximately five intersections to in-lane bus stops; and bicycle and pedestrian infrastructure upgrades. This route provides transit connections to destinations in North and Central Seattle, including Northgate, Greenwood, Crown Hill, Ballard, Fremont, South Lake Union, and Downtown Seattle. The City of Seattle originally requested both the preliminary engineering and construction phases, but only the construction phase was recommended for funding. The preliminary engineering phase was placed on the contingency list.
King County Metro	South King County Corridor Speed and Reliability Improvements	Construction	65	\$3,650,000	\$3,650,000	This project will construct transit speed and reliability improvements on congested segments of Route 181 and the new Route 165. Route 181 travels between the Twin Lakes Park & Ride southeast of Federal Way, to the Federal Way Transit Center and Green River College in Auburn. Route 165 is a consolidation of routes 164 and 166, and is scheduled to begin service in September 2020, connecting the Burien Transit Center, Normandy Park commercial/residential areas, Highline College, Kent Des Moines Park & Ride, Kent Station, and Green River College. The project would construct or implement enhanced HOV lanes, new bus lanes/bypass lanes, signal queue jumps, intersection turning restrictions, bus bulbs, signal timing optimization, improved bus stop spacing, passenger facility improvements, transit signal priority, off-board fare collection at selected locations, channelization improvements, improved access to bus stops, and layover improvements.
Pierce Transit	Spanaway Transit Center - Phase II	Construction	54	\$4,000,000	\$2,000,000	This project will provide a bus turnaround and layover facility to serve the new Pacific Avenue S/State Route 7 BRT corridor at the southern end of the Route 1 Corridor in Spanaway. The facility will include an operators' comfort station and add up to 250 parking spaces to the Park-and-Ride, based on predicted parking demand. In addition, the agency may construct electric vehicle or Battery-Electric Bus charging infrastructure on-site. The recommended amount of funding is lower than the amount requested for this project phase, so Pierce Transit will reduce the amount of parking from the original scope in the project application. The additional parking from the original project scope was placed on the contingency list.
Total Recommended					\$ 28,510,930	

RECOMMENDED PRIORITIZED CONTINGENCY LIST

Sponsoring Agency	Project Title	Phase(s)	Score (of 100)	Amount Requested	Description
Sound Transit	Buses for the New SR 522/NE 145th Bus Rapid Transit Service	Other	85	\$727,310	This project will purchase battery electric high capacity transit buses to support Sound Transit's new Bus Rapid Transit (BRT) Stride service that will connect the communities of Shoreline, Seattle, Lake Forest Park, Kenmore, Bothell, and Woodinville along NE 145th/522. This new service offers 8 miles of bus service connecting to Link light rail at Shoreline South/145th and I-405 BRT in Bothell, as well as connections to other transit service provided by Community Transit and King County Metro. The original project request was to purchase six buses. Since the recommended amount of funding for this project is lower than the amount requested, Sound Transit will use the recommended funds to purchase five buses. The remaining funds were placed on the contingency list and will be used to purchase one additional bus for this project phase.
King County Metro	RapidRide K Line: Speed and Reliability Improvements	Construction	71	\$6,000,000	This project scope will construct and implement transit speed and reliability improvements for the RapidRide K Line, which is scheduled to begin service in 2025. RapidRide K Line will operate between the Kirkland Totem Lake Regional Growth Center and the Eastgate Park and Ride in Bellevue. Proposed improvements include construction of bus lanes, queue jumps, turning restrictions, bus bulbs, signal timing optimization, bus stop spacing management, transit signal priority, turn lanes, traffic channelization improvements, and layover improvements.
Sound Transit	NE 130th Street Infill Station	Construction	69	\$7,300,000	This project will construct a new elevated, side platform light rail station at NE 130th Street and I-5 in North Seattle. This funding request will complete construction of the station platforms and canopies, plaza and other station finishes. The NE 130th Street Infill Station will be constructed along with the Lynnwood Link Extension light rail corridor serving the Lynnwood and Northgate Regional Growth Centers and connecting to a total of five centers. The 130th St Infill Station includes a street-level plaza, bus and paratransit transfer facilities, sidewalks, and bicycle infrastructure.
City of Seattle	Northgate to Downtown Transit improvements	Preliminary Engineering / Design	68	\$1,000,000	This project will construct transit spot improvements and multimodal corridor improvements along King County Metro Route 40, including bus priority lanes at pinch points; traffic signal optimization at intersections; bus stop rebalancing; conversion of bus stops at approximately five intersections to in-lane bus stops; and bicycle and pedestrian infrastructure upgrades. This route provides transit connections to destinations in North and Central Seattle, including Northgate, Greenwood, Crown Hill, Ballard, Fremont, South Lake Union, and Downtown Seattle. The City of Seattle originally requested both the preliminary engineering and construction phases, but only the construction phase was recommended for funding. The preliminary engineering phase was placed on the contingency list.

Sponsoring Agency	Project Title	Phase(s)	Score (of 100)	Amount Requested	Description
King County Metro	Route 36 Speed and Reliability Corridor Improvements	Construction	63	\$2,449,000	This project will make transit speed and reliability improvements on congested segments and bottlenecks along Metro Route 36, a trolleybus route operating between Othello Link Light Rail Station and Downtown Seattle via Beacon Hill and a planned future RapidRide Corridor. The project would construct treatments, including bus lanes, queue jumps, turning restrictions, transit signal priority, layover/bus zone improvements, bus stop optimization, restrictions, transit signal priority, layover/bus zone improvements, bus stop optimization, trolleywire modifications and other treatments to improve transit speed and reliability. Bus stop access upgrades would include adding bus bulbs, improved lighting, improved high visibility crosswalks street crossings, and possible sidewalk and bike connection reconstruction adjacent to new bus stops or bus bulbs.
Pierce Transit	Spanaway Transit Center - Phase II	Construction	54	\$2,000,000	This project will provide a bus turnaround and layover facility to serve the new Pacific Avenue S/State Route 7 BRT corridor at the southern end of the Route 1 Corridor in Spanaway. The facility will include an operators' comfort station and add up to 250 parking spaces to the Park-and-Ride, based on predicted parking demand. In addition, the agency may construct electric vehicle or Battery-Electric Bus charging infrastructure on-site. As the amount of recommended funding is lower than the amount requested, Pierce Transit reduced the amount of parking in the project scope. The additional parking from the original project scope was placed on the contingency list.
City of Seattle	Seattle Center Monorail Station Improvements	Construction	54	\$4,800,000	This project will increase the Seattle Monorail system capacity by improving the handling capacity, passenger flows, accessibility, safety, security, and all-weather accommodations of the Seattle Center Monorail Station. Project components include adding automated passenger gates at the Monorail platform edge; making the station's main entrance ADA accessible; covering passenger staging; leveling the station platform and train floor for better ADA compliance; making queuing areas more efficient; and improving passenger signage, wayfinding, and regional transit information.
Sound Transit	South Tacoma & Lakewood Station Access Improvements	Preliminary Engineering / Design	51	\$5,000,000	This project will complete preliminary engineering and NEPA environmental review for station access improvements at the South Tacoma and Lakewood Sounder stations, including sidewalks, pedestrian and bicycle improvements, lighting, and other station area enhancements to improve safety and accessibility. The work will also include analyzing transit use around the stations to inform integration of multi-modal improvements and evaluation of parking improvement options at the stations. Additionally, the scope includes the development and implementation of an external engagement strategy, including public engagement activities for targeted outreach to underserved communities in the project area.

Transportation Operators Committee Recommendation for PSRC's FFY 2023-2024 FTA Earned Share and Preservation Set-Aside Funds

Earned Share - Seattle-Tacoma-Everett (STE) Urbanized Area (UZA)

Sponsor	Project Title	Amount Recommended	Funding Source	Description
Community Transit	Transit Revenue Vehicles 2023-2024	\$12,587,862	5307	An estimated 31 total transit revenue vehicles will be purchased for replacement of buses that have exceeded their useful life or for expansion of service.
		\$4,568,816	5337 HIMB	
		\$1,738,342	5339	
		\$18,895,020	Subtotal	
Everett Transit	2023-2024 Preventive Maintenance Vehicle Fleet	\$2,541,796	5307	This project contains funding for preventive maintenance work on the agency's fleet of approximately 70 fixed route and paratransit vehicles. Typical work includes performance of inspections and routine maintenance, such as changing belts, hoses, distributor parts, oil changes and tune-ups. This project supports approximately 22,000 hours in labor (approximately 11,000 hours per year).
		\$2,541,796	Subtotal	
Everett Transit	2023-2024 Electronic Signage	\$208,204	5339	This project will fund the purchase of electronic signage systems to provide customers with real-time arrival and departure information at Everett Station in 2023, and College and Mall Stations in 2024.
		\$208,204	Subtotal	
Intercity Transit	FY 2023- 2024 Replacement Fixed Route Coaches	\$1,118,708	5307	This project will contribute to the replacement of approximately 4 fixed route coaches at the end of their useful life. The funds reflected in this project will go towards the proportion of coach replacement cost associated with fixed route express coach revenue miles served in the STE UZA.
		\$491,262	5339	
		\$1,609,970	Subtotal	
Intercity Transit	FY 23-24 Capital Preventive Maintenance	\$640,000	5307	This project will provide for capital preventive maintenance eligible operating expenses. Reimbursement will be based on the proportion of revenue miles of Intercity Transit public transportation service to and from the STE UZA reported in NTD statistics for fixed route express coach service and vanpool service. This funding will be used for approximately 7% of eligible expenses.
		\$640,000	Subtotal	
Intercity Transit	FY 2023- 2024 Vanpool Vans	\$1,800,000	5307	This project will use PSRC's 2023- 2024 earned share 5307 funds for a portion of annual funding for new and/or replacement vanpool vans in proportion to Intercity Transit vanpool service provided to and from the PSRC service area. These funds will be used to acquire approximately 60 vans.
		\$1,800,000	Subtotal	
King County Metro	Atlantic Base Pavement Replacement	\$531,527	5337 HIFG	This project will replace pavement at Metro's Atlantic Base. Atlantic Base provides support to Metro's trolley bus system operations. The project will include the removal and replacement of the concrete bus parking areas, the removal and replacement of the sanitary/storm water drainage systems, the removal and replacement of the overhead DC trolley wire system, the removal and replacement of the existing site lighting standards and fixtures, and the removal and replacement of the existing perimeter chain link fence.
		\$531,527	Subtotal	
King County Metro	Vessel Preservation 2023-2024	\$1,472,452	5337 HIFG	This project contains the Ferry District's tasks over time to provide for facility and vessel maintenance costs, labor, annual inspection/dry dock, routine maintenance repair/parts, contract replacement vessels, and contract repair service. The federal funding represents roughly 70 percent of the total budget for this activity during the time period of FFYs 2023-2024.
		\$1,472,452	Subtotal	
King County Metro	Vessel Maintenance 2023-2024	\$1,800,000	5337 HIFG	This project contains the tasks over time to provide for facility and vessel maintenance costs, labor, annual inspection/dry dock, routine maintenance repair/parts, contract replacement vessels, and contract repair service. Depending on the amount of federal funds programmed, the federal funding roughly represents 80 percent of the total budget for this activity.
		\$1,800,000	Subtotal	
King County Metro	Vehicle, Equipment and Facilities Maintenance for Electric Trolley Fleet 2023-2024	\$35,215,127	5337 HIFG	This project contains King County Metro Transit's FTA-funded preventive maintenance of transit-related electric trolley vehicles, equipment and facilities. The project contains the annual program of maintenance work on Metro's fleet of approximately 174 electric trolley buses and infrastructure at Metro's Atlantic operating base and other facilities that are necessary for the maintenance and operations of Metro trolley service. The primary use of the funds is for staff costs for preventive maintenance activities on electric trolley buses. Depending on the amount of federal funds programmed, the federal amount could represent from 50 to 70 percent of the annual budget for this activity.
		\$35,215,127	Subtotal	
King County Metro	Trolley System Transit Asset Management 2023-2024	\$7,104,552	5337 HIFG	This project provides for Metro's trolley system asset management program in order to achieve and maintain the transit network in a state of good repair (SGR). Depending on the number and complexity of projects utilizing this funding, the federal amount roughly represents 40 percent of the overall budget for this activity.
		\$7,104,552	Subtotal	

Sponsor	Project Title	Amount Recommended	Funding Source	Description
King County Metro	Trolley Pole Replacement 2023-2024	\$3,359,000	5337 HIFG	This project will purchase and install support poles and related accessories and items for Metro's trolley system that need to be replaced. The total number of poles to be purchased (replaced) using these funds is approximately 200.
		\$3,359,000	Subtotal	
King County Metro	Atlantic Base Trolley Power System Replacement	\$1,864,761	5337 HIFG	This project will purchase and install power system support equipment needed to maintain the Atlantic Base Trolley network power delivery system at multiple substations in a state of good repair for 2023 to 2024.
		\$1,864,761	Subtotal	
King County Metro	Bus Acquisition 2023-2024	\$73,253,871	5307	This project will purchase buses to replace buses that are beyond their retirement age or expand the existing bus fleet. The current amount programmed will be used to purchase approximately 120 vehicles.
		\$16,077,586	5337 HIMB	
		\$7,638,336	5339	
		\$96,969,793	Subtotal	
Kitsap Transit	Bus and OTR Coach Purchase (23-24)	\$716,648	5307	This project will assist in acquiring approximately 16 vehicles. The 5339 funds will be used on bus procurement, including on board vehicle technologies hardware.
		\$96,618	5339	
		\$813,266	Subtotal	
Kitsap Transit	Passenger Only Ferry Terminal Improvements (23-24)	\$41,006	5337 HIFG	Kitsap Transit is responsible for the maintenance of facilities associated with the passenger-only ferry service. This project includes preventive maintenance of a wide range of possible types of work to cost-effectively preserve and extend ferry service assets. Funds will be used for approximately 5,900 labor hours of preventive maintenance work. One hundred percent of the STE UZA funding will support and preserve ferry service to the STE UZA.
		\$41,006	Subtotal	
Pierce Transit	ADA Service 2023-24	\$1,396,596	5307	This project contains funds for Pierce Transit's complementary ADA Service for persons with disabilities as provided for in the Americans with Disabilities Act scheduled for 2023 and 2024. The amount requested will be applied to Pierce Transit's contracted provider agreement. For the two-year period the project funding will provide 31,741 hours of service.
		\$1,396,596	Subtotal	
Pierce Transit	Clean Fuels Bus Replacement/Expansion 2023-24	\$11,568,494	5307	An estimated 26 transit revenue vehicles will be purchased for replacement of buses that have exceeded their useful life or expansion of service.
		\$159,096	5337 HIMB	
		\$1,410,644	5339	
		\$13,138,234	Subtotal	
City of Seattle	Seattle Monorail System Maintenance 2023-2024	\$860,258	5307	This project contains capital improvements and major maintenance grants to support the Seattle Center Monorail system, which includes two trains, two stations, and an elevated guideway between the stations. The funds will be used towards two capital improvement and major maintenance projects: New Train Propulsion System and Bogie Inspections and Updates.
		\$1,186,102	5337 HIFG	
		\$2,046,360	Subtotal	
City of Seattle	Seattle Streetcar System Maintenance 2023-2024	\$703,638	5307	This project contains preventive and major maintenance grants to support the Seattle Streetcar System. The project contains funds for vehicle and facility preventive maintenance, corrective maintenance, expected vehicle overhauls and other defects as may occur in the 2023-2024 timeframe. The 5307 grants will fund 23% of streetcar maintenance in 2023 and 2024.
		\$703,638	Subtotal	
Skagit Transit	TBD	\$549,180	5307	Project(s) to be announced as part of PSRC's future FFY2023-2024 annual adjustments processes.
		\$75,812	5339	
		\$624,992	Subtotal	
Sound Transit	Sounder and Link State of Good Repair (2023-2024)	\$38,544,208	5337 HIFG	This project provides state of good repair/preventive maintenance for Sounder commuter rail and Link light rail rolling stock and related rail facilities to extend the life and ensure continued performance of these assets. Sounder includes a current active fleet of 81 locomotives and cab/coach cars and Link light rail active fleet currently includes 65 vehicles. The project will provide for labor and fringe costs incurred for engineering maintenance of vehicles, transit way, related structures and supporting maintenance facilities, as well as administrative support of these activities.
		\$38,544,208	Subtotal	
Sound Transit	Regional Express Bus Program (2023-2024)	\$16,210,850	5337 HIMB	This project will include the purchase of replacement buses and the performance of preventive maintenance services – including possible midlife overhauls – for ST's express bus program serving Snohomish, King, and Pierce Counties. The funds will be used to maintain a fleet of approximately 315 buses in a state of good repair and upkeep of bus related facilities to preserve and extend functionality and serviceability of these assets. The 2023-2024 funds represent approximately 6% of the of the overall project budget.
		\$2,861,940	5339	
		\$19,072,790	Subtotal	
Sound Transit	Downtown Redmond Link Extension	\$44,595,168	5307	Extend light rail approximately 3.4 miles from the Redmond Technology Center Station (opening 2023), with new stations in downtown Redmond and southeast Redmond near Marymoor Park. The project also includes parking spaces and a range of bicycle and pedestrian improvements.
		\$44,595,168	Subtotal	

Sponsor	Project Title	Amount Recommended	Funding Source	Description
Washington State Ferries	Seattle Multimodal Terminal at Colman Dock	\$3,490,636	5307	Replace the north timber trestle and the main terminal building, as well as utilities and auxiliary structures located on the timber trestle. Replacement structures will be constructed to meet current seismic codes. This is part of the larger Colman Dock project, which includes the Slip 3 OHL and Transfer Span Replacement and the POF facility.
		\$3,490,636	Subtotal	
Washington State Ferries	Vessel Preservation and Improvement (2023- 2024)	\$5,379,056	5307	This project contains funding for preventive maintenance, preservation and improvement of ferry vessels to ensure the vessels remain in safe, efficient and effective operating condition. The project contains all biennial funding (both state and federal) for work on up to 23 vessels in the WSF fleet over the span of the 23-25 biennium. The primary use of the funds is for renovation, replacement and/or upgrade of vessel systems; including, steel structures, structural preservation systems, interior spaces, piping systems, propulsion systems, major mechanical /electrical, communication / navigation / lifesaving, and security equipment on vessels. Funding may also be used to address emergency repairs, regulatory compliance, maintenance and preservation, and enhancements as required. The federal amount represents approximately 38% percent of the biennial budget for this activity.
		\$15,272,224	5337 HIFG	
		\$20,651,280	Subtotal	
STE UZA Earned Share Total		\$319,130,376		
Earned Share - Bremerton UZA				
Sponsor	Project Title	Amount Recommended	FTA Source	Description
Kitsap Transit	Bus and OTR Coach Purchase (23-24)	\$6,902,340	5307	This project is for transit revenue vehicle purchases and will assist in acquiring approximately 16 vehicles. The 5339 funds will be used on bus procurement, including on board vehicle technologies hardware.
		\$593,100	5339	
		\$7,495,440	Subtotal	
Kitsap Transit	Passenger Only Ferry Terminal Improvements (23-24)	\$552,058	5337 HIFG	This project includes preventive maintenance of a wide range of possible types of work to cost-effectively preserve and extend ferry service assets. Funds will be used for approximately 5,900 labor hours of preventive maintenance work. 100% of the funding will support and preserve ferry service to the STE UZA.
		\$552,058	Subtotal	
Bremerton UZA Earned Share Total		\$8,047,498		
Earned Share - Marysville UZA				
Sponsor	Project Title	Amount Recommended	FTA Source	Description
Community Transit	Marysville UZA Transit Operations 2023-2024	\$4,074,156	5307	This project contains Community Transit's 2023-2024 FTA funds for transit bus service benefiting the Marysville UZA. The amount of federal funding available will provide approximately 41,000 hours of fixed route bus service.
		\$4,074,156	Subtotal	
Community Transit	Transit Revenue Vehicles 2023-2024	\$495,846	5339	This project contains Community Transit's FTA funded Revenue Vehicle funding for the 2023-2024 cycle. An estimated 31 total Transit Revenue Vehicles will be purchased for replacement of buses that have exceeded their useful life or for expansion of service.
		\$495,846	Subtotal	
Marysville UZA Earned Share Total		\$4,570,002		
Grand Earned Share Total, All UZAs		\$331,747,876		
Preservation Set-Aside				
Sponsor	Project Title	Amount Recommended	FTA Source	Description
Community Transit	Transit Revenue Vehicles 2023-2024	\$1,408,832	5307	This project contains Community Transit's revenue vehicle FTA funding for the 2023-2024 cycle. An estimated 31 total transit revenue vehicles will be purchased for replacement of buses that have exceeded their useful life or for expansion of service.
Everett Transit	2023-2024 Everett Station Preventive Maintenance	\$127,984	5307	The 2023-2024 funding will assist with upgrading an obsolete low-voltage fire alarm control panel to the City standard.
King County Metro	Bus Acquisition 2023-2024	\$11,058,715	5307	This project will purchase buses to replace buses that are beyond their retirement age or expand the existing bus fleet. The current amount programmed will be used to purchase approximately 120 vehicles.
Seattle	Seattle Streetcar System Maintenance 2023-2024	\$117,526	5307	This project contains FTA-funded preventive and major maintenance grants to support the Seattle Streetcar System. The first line began operations in 2007 and the second line began operations in 2016. The project contains funds for vehicle and facility preventive maintenance, corrective maintenance, expected vehicle overhauls and other defects as may occur in the 2023-2024 timeframe. The 5307 grants will fund 23% of streetcar maintenance in 2023 and 2024.

Sponsor	Project Title	Amount Recommended	FTA Source	Description
Pierce Transit	Clean Fuels Bus Replacement/Expansion 2023-24	\$1,000,868	5307	This project contains funds for Pierce Transit's bus replacement projects scheduled for 2023 and 2024. For the two-year period, the project funding will provide for the purchase of approximately 14 clean fuels buses.
Sound Transit	Regional Express Bus Program (2023-2024)	\$7,621,056	5307	This project will include the purchase of replacement buses and the performance of preventive maintenance services – including possible midlife overhauls – for ST's express bus program serving Snohomish, King, and Pierce Counties. The funds will be used to maintain a fleet of approximately 315 buses in a state of good repair and upkeep of bus related facilities to preserve and extend functionality and serviceability of these assets. The 2023-2024 funds represent approximately 6% of the of the overall project budget.
Washington State Ferries	Vessel Preservation and Improvement (2023- 2024)	\$1,800,046	5307	This project contains funding for preventative maintenance, preservation and improvement of ferry vessels to ensure the vessels remain in safe, efficient and effective operating condition. The project contains all biennial funding (both state and federal) for work on up to 23 vessels in the WSF fleet over the span of the 23-25 biennium. The primary use of the funds is for renovation, replacement and/or upgrade of vessel systems; including, steel structures, structural preservation systems, interior spaces, piping systems, propulsion systems, major mechanical /electrical, communication / navigation / lifesaving, and security equipment on vessels. Funding may also be used to address emergency repairs, regulatory compliance, maintenance and preservation, and enhancements as required. The federal amount represents approximately 38% percent of the biennial budget for this activity.
	Preservation Total	\$23,135,027		

APPENDIX B: FFY 2023-2024 CMAQ PROJECTS

The following calculations are based on PSRC's project-level emissions tool. The tool quantifies estimated emissions reductions from a variety of project types, using either project-specific data provided by sponsors or relying on national or regional default data. The tool utilizes emission factors from the U.S. Environmental Protection Agency's Motor Vehicle Emission Simulator, national research and PSRC's most recent household travel survey.

Regional Competitive Projects				Estimate of Emissions Reductions			
Sponsor	Project Title	CMAQ Amount	Project Type	kg/day Carbon Monoxide	kg/day Volatile Organic Compounds	kg/day Nitrogen Oxides	kg/day Fine Particulate Matter
Community Transit	Swift BlueLine Expansion Buses	\$3,200,000	Transit	24.62	0.87	3.42	0.11
Fife	Interurban Trail Extension, Hylebos Creek to Alexander Ave	\$1,020,531	Bike / Ped	1.56	0.05	0.21	0.01
King County Metro	RapidRide I Line: Speed and Reliability Improvements	\$6,000,000	Transit	36.62	1.30	5.14	0.16
King County Metro	Improving Access to Regional Centers through TDM	\$4,100,000	TDM	234.62	8.34	32.55	1.05
Seattle	RapidRide Roosevelt (J-line), Eastlake Segment	\$4,000,000	Transit	48.23	1.71	6.69	0.22
Sound Transit	I-405 Stride BRT	\$7,300,000	Transit	157.73	5.62	21.61	0.70
Sound Transit	Access to Transit with Next Generation ORCA and ORCA LIFT Programs	\$4,152,000	Transit	2606.92	92.63	361.62	11.65
TOTAL:		\$29,772,531					

Countywide Competitive Projects				Estimate of Emissions Reductions			
Sponsor	Title	CMAQ Amount	Project Type	kg/day Carbon Monoxide	kg/day Volatile Organic Compounds	kg/day Nitrogen Oxides	kg/day Fine Particulate Matter
Community Transit	Swift BRT	\$1,000,000	Transit	109.55	3.90	15.01	0.49
Edmonds	SR 104 ITS Adaptive System from 226th St SW to 236th St SW	\$287,000	ITS	1.49	0.14	0.17	0.01
Everett	100th St SW	\$900,000	Bike / Ped	2.71	0.1	0.36	0.01
Federal Way	Pacific Highway Non Motorized Corridor 16th Ave S (S 308th St to S 288th St)	\$725,000	Bike / Ped	6.75	0.61	0.74	0.05
King County Metro	Increasing Student and Family Access to Regional Travel Options through Transportation Demand Management	\$2,000,000	TDM	52.14	1.85	7.23	0.23
King County Metro	On Demand Feeder to Fixed Route Connections to Transit Program	\$2,000,000	Transit	7.99	0.29	1.08	0.04
Lynnwood	Scriber Cr. Trail	\$1,000,000	Bike / Ped	2.25	0.08	0.31	0.01

Sponsor	Project Title	CMAQ Amount	Project Type	kg/day Carbon Monoxide	kg/day Volatile Organic Compounds	kg/day Nitrogen Oxides	kg/day Fine Particulate Matter
Marysville	53rd Ave NE & 61st Intersection & Multi-Use Path Improvements	\$655,419	Bike / Ped	1.13	0.04	0.16	0.01
Milton	Interurban Trail Connection: Milton to Edgewood/King to Pierce	\$410,875	Bike / Ped	1.72	0.06	0.24	0.01
Monroe	179th Ave/147th St Signal	\$665,000	ITS	0.03	<0.01	<0.01	<0.01
Mountlake Terrace	Veterans Memorial Park Trail Light Rail Access	\$577,581	Bike / Ped	0.02	<0.01	<0.01	<0.01
Pierce County	Strengthening Countywide Mobility with Transportation Demand Management	\$862,113	TDM	160.72	5.71	22.29	0.72
Pierce Transit	Clean Fuels Bus Replacement/Expansion	\$1,871,113	Transit	0.53	0.04	0.58	0.01
SeaTac	34th Ave S Phase 2	\$741,100	Bike / Ped	3.05	0.11	0.42	0.01
Seattle	Core Transportation Demand Management Expansion in Seattle	\$3,820,000	TDM	226.72	8.06	31.45	1.01
Seattle	Northgate to Downtown Transit improvements	\$1,000,000	Transit	17.10	0.61	2.41	0.08
Seattle	23rd Ave Bus Rapid Transit (U District to Rainier Valley)	\$1,153,000	Transit	2.39	0.08	0.34	0.01
Seattle	Downtown Seattle Bike Network	\$1,900,000	Bike / Ped	20.85	0.74	2.89	0.09
Sumner	Fryar Avenue Shared Use Trail	\$655,143	Bike / Ped	0.74	0.03	0.10	<0.01
Tacoma	Water Ditch Trail Phase IIIA	\$2,273,631	Bike / Ped	1.69	0.06	0.23	0.01
Tukwila	South King County TDM	\$450,000	TDM	78.21	2.78	10.85	0.35
WSDOT	Snohomish County Traffic Buster	\$135,000	ITS	<0.01	<0.01	<0.01	<0.01

TOTAL: \$25,081,975

Shaded projects denote those projects that are expected to reduce the emissions of fine particulates in the Tacoma PM_{2.5} Maintenance Area.